NAVAL SAFETY CENTER MAVAL AIR STATION NORPOIX, VINGINIA 23511

112A/1g 3750/2 Ser 1885 4 Sep 1969

SPECIAL HANDLING REQUIRED IAW OPNAVINST 3750.6 SERIES FOR OFFICIAL USE ONLY

From: Commander, Naval Safety Center

modified by subsequent endorsers.

Tet tommanding Officer, Carrier Airborne Early Warning Squadron

ONE GIVE ONE

Subj: VAN-111 DET 20 AAR ser 1-69A conce sing E-18 Bullo 147235 accident occurring 18 February 1969, pilot PREMER

1. The subject report and all endorsements have been reviewed. Concur with the comments and recommendations of the Aircraft Accident board as

(b) (5)

The second second second

W. CARMAN By direction

Copy to:
CNO (OP-534)
MAYAIRSYSCOMIQ (AIR 09E) (2)
COMMAYAIRSDIEGO
CO USS KEARSANGE (CVS-33)

COMCAEWN-11
OINC VAN-111 DET 20
NAVPRO BETHPAGE
DER AFIF

POR OFFICIAL USE ONLY

NAVAL SAFETY CENTER NAVAL AIR STATION NORFOLK, WIRGINIA 23511

133/th 19 March 1969

SPECIAL HANDLING REQUIRED IN ACCOPDANCE WITH OPNAVINST 3750.6F

FOR OFFICIAL USE ONLY

NAV ALE EN INVESTIGATION 44-69

1. INTRODUCTION

- a. The Accident E-18, BUNG 147235, assigned to CARRIER AIRBORNE EARLY WARNING SQUADRON ONE ONE ONE, DETACHMENT TWO ZERO (VAW-111 DET 20) and piloted by LT Meivin D. BREWER, USNR, (b) (6) 1315, crashed on Santa Catalina Island, California, at C241(U) on 18 February 1969. The aircraft sustained (ALFA) damage and all five personnel aboard received fatal injuries. There was no damage to private or government property.
- b Synopsis of Fight The aircraft departed USS KEARSARGE (CVS-33) at 0229(U) to return to NAS North Island after a scheduled night carrier qualification exercise. The time enroute to North Island was estimated to be 45 minutes. When the aircraft had not arrived by 0315(U) search and rescue procedures were initiated and at 0045(U) the wreckage of E-18.
 BUNO 147235, was located on the northwest slope of a hill on Santa Catalina Island.

2. INVESTIGATION AND ANALYSIS

a. History

- (1) Filet LI BREWER was designated a Naval Aviator in March 1966 and had a total of 2020 flight hours, including 605 hours in the E-IB. He was designated an all-weather, day and night carrier qualified, carrier aircraft plane commander (CAPC) in December 1967 and was a MATOPS instructor in VAW-111 DET 20 LI BREWER had flown 47 hours in the E-IB during the previous three months, including 4 6 hours in the 24 hours preceding the accident
- (2) Copilot LT Billy W. RAY, USNR, (b) (6) /1315, was designated a Naval Aviator in June 1906 and had a total of 1864 flight hours, including 585 hours in the E-18 He was designated a CAPC in March 1968. LT RAY had

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

FOR OFFICIAL USE COLY

Enclosure (1)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

FOR OFFICIAL USE ONLY

NAVSAFECEN INVESTIGATION 44-69

flown 56 hours in the E-IB during the previous three months, including 8.4 hours in the 24 hours preceding the accident.

(3) Passengers

- (a) ITUG Edward A. TARALDSEN, USNR, (b) (6) 1315, was designated a Naval Aviator in February 1968 and had a total of 644 flight hours, including 327 hours in the E-18.
- (b) LTJG Francis E. HORAHAN, USN, (b) (6) 1310, was designated a Naval Aviator in February 1968 and had a total of 588 flight hours, including 300 hours in the E-18
- (e) LTJG Larry W. GARRISON, USNR, (b) (6) 1315, was designated a Naval Aviator in July 1967 and had a total of 749 flight hours, including 479 hours in the E-IB
- acceptance and 133 hours since the fifth progressive aircraft rework (PAR) and seventh calendar ODD inspection had been completed by Naval Air Rework Facility (NAVAIREWORKFAC) Quonset Point in December 1968. An acceptance inspection had been completed in January 1969 by VAW-111 DET 20.

(5) Engines

- (a) The port engine (R-1820-82A), serial number W-524329, had operated 2751 hours since acceptance and 729 hours since the third overhaul was completed in September 1967 by NAVAIREWORKFAC Jacksonville. This engine had operated 133 hours since completion of a calendar ODD this engine had operated 133 hours since completion of a calendar ODD inspection in December 1968 by NAVAIREWORKFAC Quonset Point.
- (b) The starboard engine (R-1820-82A), serial number W-524145, had operated 4131 hours since acceptance and 138 hours since the third overhaul was completed in September 1968 by NAVAIREWORKFAC Jackson-ville. This engine had operated 133 hours since completion of a calendar ODD inspection in December 1968 by NAVAIREWORKFAC Quonset Point.

(6) Weather

(a) The USS KEARSARGE meteorological observation for 180200(U) included four-tenths cloud coverage at 2000 feet and six-tenths ceiling unknown, with ten miles visibility. The 180300(U) observation

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

FOR OFFICIAL USE ONLY

NAVSAFECEN INVESTIGATION 44-69

showed two-tenths loverage at 2000 feet and six-tenths ceiling estimated at 8000 feet, with nine miles visibility. Very light rain began at 0240(U).

- (b) Another E-1B aircraft launched from KEARSARGE for MAS North Island at 0058(U). At approximately 0202(U) when 11 miles north of Santa Catalina Island, the print stated that it was raining with regsed bases down to 1000 feet and classifity two miles.
- (r) At approximately 0300(U) the KEARSARGE was less than four miles from Santa Catalina Island but due to no lights being visible on the island, no stars or moon and scattered showers in the area, the officer of the deck states that he was unable to see any outline of the island.

b. Field investigation

- (1) The aircraft crashed into a 1620 foot ridge in level flight at approximately 1500 feet on a magnetic heading between 115 and 120 degrees. The engines, wings and major portions of the fuselage remained on the north-west side of this 30 degree sloping ridge, while the radoms and cockpit sections were thrown across the ridge to the opposite side.
- (2) The CO-195 ARN SIA TACAN coupler was recovered from the crash site and indicated that the bearing and distance from the aircraft to the ship was 195 degrees in 1 miles. This showed the aircraft to be on the 115 degree radial of the shaksakub (ACAN)

c. Other Investigation

- night carrier qualifiester period and was recovered aboard at 0052(U). At 0130(U) there were only two L. Ballitait emaining in the pattern, one of which was approaching a low form tate. Bather than divert both aircraft to NAS North Island directly from the carqual pattern, they were recovered aboard for refueling. All arrests E.B. BUNG 147235, launched for NAS North Island after the other E.B. mat been placed in a DOWN status. During this final period aboard to the aircraft.
- (2) After launch from starsARGE, the aircraft was given a left turn out to intercept the LTI degree radial of KEARSARGE TACAN to MAS North Island. This steer has actually been computed at 0218(U) and the ship had

SPECIAL HANDLING RECOLUEND TO A CONDANCE WITH OPNAVINST 3750.6F

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

FOR OFFICIAL USE ONLY

NAVSAFECEN INVESTIGATION 44-69

moved approximately five miles between this time and the time of the accident. The KEARSARGE moved approximately 15 miles closer to Santa Catalina Island between 0130(U) and 0241(U) when the aircraft struck the island. A steer of 113 degrees taken from the 0240(U) KEARSARGE position would have caused the aircraft to pass over a portion of Santa Catalina Island.

- (3) At 0230(U) the crash site was 123 degrees magnetic from KEARSARGE and NAS North Island was 110 degrees magnetic. At this time KEARSARGE commenced a left turn from 285 degrees magnetic and steedled on course 085 degrees magnetic at 0240(U). This 0240(U) position of the ship changes the bearing to the crash site to 120 degrees magnetic.
- (4) Another E-IB which had launched from the KEARSARGE to MAS North Island earlier asked for and was given a bearing to Santa Catalina Island of 125 to 140 degrees magnetic at 0100(U). The pilot then recemmended to the ship to turn all aircraft towards the coastline to the east so there would be no chance of them running into Santa Catalina at a law altitude. This information was not passed on to the officer on watch in Air Operations.
- (5) After departure from the KEARSARGE, E-1B, BUNO 147235, was tracked downwind using SPN-6 radar and, at approximately four miles, LT BREMER advised that he was in contact with Beaver Control (Fleet Air Control and Surveillance Facility San Diego). LT BREMER requested Beaver Control to provide flight following to NAS North Island but was informed that they did not hold his target and that they were having equipment problems. No further contacts were made with E-1B, BUNO 147235, and at 0315(U) NAS North Island commenced a communications search resulting in the initiation of search and rescue efforts.

3. CONCLUSIONS

a. The most probable causes of this accident were:



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

SPECIAL MANDLING REQUIRED IN ACCORDANCE WITH OPHAVIHST 3750.6F FOR OFFICIAL USE ONLY

MAYSAFECEN INVESTIGATION 44-69

(b) (5)

4. ACTION PENDING. An article is being prepared for publication in APPROACH magazine concerning terrain clearance during flight.

Distribution: List "A" CNO (OP-OSF)(OP-OSE)

5

SPECIAL MANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6F

FOR OFFICIAL USE ONLY

ADP-8 (11-6/)

DEPARTMENTAL CONSENTS FOR "CLOSE OUT" LETTER

NOTE: 1. Negative report is required.

2. Positive comments will be in a format suitable for inclusion in the "close out" letter.

3. Attach additional sheets if more space is required.

(b) (5)

NEMO-NED DEPARTMENT: 10 Dr alkow

DE No Comment Hasp

() ES (WAR)

COMPLETION SHEET

Action to: Correction	to:	Action Required	Completed Code/Date		
3770-1			1		
IIR.			1		
Hise Items or Correcti					
SII	Code/Date 124, 5/26/69 51/16-19-69 1 7/6	Copy Land 3 2061 de disemberhol and ber Bords Pough ches and the submitted pour Completes and the submitted pour Chosed Filey.	,		
	25 ÅUG 1970	CLOSED			
	',		1		
	1		,		

MUNT	VAW- EIB				ADVANCE ROUTING
PRI	DEPT	DATE IN	DATE OUT	INIT	INTER-DEST ROUTING:
DEPTH.	AERO-NE	D S'-//	ENTES INITIALS	FOR RE	CEIPT OF REPORTS:
DEADL		E OUT OF NA	VAVNSAFECEN_	281	UE 19E3 ORIGINAL ROUTING
DEPT				OUT I	INIT INTER-DEPT ROUTING
MI L	DEPT DAT	TE IN DATE	OUT INIT	IS CO	engl clear out Mr submitted part change shul, minuted. Execut clear out My wanted. Execut clear out My wanted &
					ROUTING AFTER CLOSE-OUT
DEPT	MED	E IN DATE	OUT INLT	INTER-D	EPT ROUTING
docu	S: 1. ch will ments in	Department their cus	s will be fu tody until c	lly res	signed to the Records Control ent from the folder. sponsible and accountable for back into Records Control Branch. etain this report longer than five erol Branch of their need for

DEPARTMENT OF THE NAVY

Memorandum

att he Foorigine

DATE: 4-13-69

MON: 511

TO : 5/2

sus : Supplemental onfo to VAN-111 Det 20 AAR-169A BREWER of \$18/69 1. attached is the original of the maintenance officers Statement which we requested, I think we should invent this in the ORIGINAL MARE when it is 2, I have incerted a copy in our advance Coding Copy and have listed it on the List or Enchosvers. 3. attacked also is a copy for your Fixe Copy of your so desire.

CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED ELEVEN U. S. NAVAL AIR STATION, NORTH ISLAND SAN DIEGD, CALIFORNIA 92135

12/

FF12/165-111 ADMINICLTIJN 3750 Ser: 179 7 April 1969

From: Commanding Officer, Carrier Airborne Early Warning Squadron

ONE HUNDRED ELEVEN

To: Commender, Neval Safety Center

Subj: VAM-111, Det 20, Accident Serial 1-69A, Concerning E-1B, BUNO 147235, of 18 Pebruary 1969, Pilot BREWER; Supplementary information on

Ref: (a) NAVSAFECEN 2821492 MAR 69 (NOTAL)

Encl: (1) Maintenance Officer's statement

le The action addressee of reference (a) should be VAM-111, the appointing authority of the accident board for subject mishape

2. The subject referred to, but missing, in reference (a) is assumed to be the same as the subject of this letter.

3. In accordance with reference (a), enclosure (1) is forwarded to be inserted in subject report. Add to Index of Enclosures, "27 Maintenance Officers Statement".



CONTAINSDIE CONTAINS KEARSARCE/CCARM-11
CONTAINSDIE CONTAINS ARPAC

"SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPHAN DIST 3750.6 SERIES"

STATEMENT OF CHO-2 ROGER D. LINKOUS, USN'
MAINTENANCE CONTROL OFFICER, VAN-111 DETACHMENT TWENTY

(b) (5)

THERE WERE NO MAJOR POWER PLANT OR STRUCTURAL COMPONENT REPLACEMENTS

AND NO RECORD OF UNUSUAL OCCURRENCES (ie: HARD LANDINGS, CRUNCHES,

OVERBOOSTS, ETC.). INSPECTION OF ALL AVAILABLE MAINTENANCE DOCUMENTATION,

INCLUDING LOCEOCKS AND YELLOW SHFETS, FAILED TO REVEAL ANY DISCREPANCIES

ON THE APN-22 RADAR ALTIMETER OR THE APQ-1.07 RANS SYSTEMS, AFTER THE

AIRCHAFT COMPLETED PROCRESSIVE AIRCRAFT REMORK IN DECEMBER 1968.

IF THE RADAR ALTIMETER HAS DEFECTIVE ON ANY FLIGHT FRIOR TO THE FLIGHT

MIEN THE CRASH OCCURRED, THAT FACT HAS NOT REPORTED ON THE "YELLOW SHEET"

OR REPORTED TO THE TECHNICIAN THOUBLESHOOTER. INABILITY TO RECOVER

IDENTIFIABLE PARTS (NUMBROUS PARTS HERE COMPLETELY MELTED DO M.) AND/OR

THE CHARRED CONDITION OF RECOVERED ITEMS, PRECLUDED DETERMINATION BY

ENGINEERING INVESTIGATION OF THE ACTUAL OPERATIONAL CONDITION OF THE

RADAR ALTIMETER/RAWS EQUIPMENT.

CWO-2 ROLER D. LINKOUS MAINTENANCE CONTROL OFFICER

SCAGE DOAET 5	DATE DATE OF E. T. BRI	CHAN MECHONICE	POS DE LA COMPANSION DE	PLASSIPIC UNCLASSI	ATION
AEWRON ONE ONE ON	E DET TWENTY	Made Night Montes X Bestine Printly Go Immed. Bres. Flack	COMMAYAIRPAC CARAEWRON OF	E ONE ONE	:
•					
LAS E F T O	DULING STO DING	147234			
I ARD I ERA COMPE		1724			
OPHAVINST 3759.6		•	*.		
OPHAVINST 3759.6		NOT INCLUDED	Broad of the Control	OF SUBJ AAR	
OPNAVINST 3750.6	F CER'S STATEMENT		Broad of the Control	OF SUBJ AAR	
OPMAVINST 3750.6	F CER'S STATEMENT		Broad of the Control	OF SUBJ AAR	
OPNAVINST 3750.6	F CER'S STATEMENT		Broad of the Control	OF SUBJ AAR	
OPMAVINST 3750.6	F CER'S STATEMENT		Broad of the Control	OF SUBJ AAR	
OPMAVINST 3750.6	F CER'S STATEMENT		Broad of the Control	OF SUBJ AAR	
OPNAVINST 3750.6	F CER'S STATEMENT		Broad of the Control	OF SUBJ AAR	
OPNAVINST 3750.6	F CER'S STATEMENT		Broad of the Control		2
OPNAVINST 3750.6	F CER'S STATEMENT		Broad of the Control	OF SUBJ AAR	2

a

. . . 5

MEHORANDUM

18 March 1969

From: 511

To: Distribution List

Subj: Upgrading/Downgrading of Incidents/Ground Accidents/Accidents;

notification of

1. Identifica	tion number	90218103	concerning	EIB .
BUNO 147238	Unit VA	PETET TOTAL	THE PERSON NAMED IN	-1 - 4214
	THE PERSON NAMED IN	ACCUMENT XXES	THE PERSON NAMED IN STREET	THE REPRESENTATION OF THE PERSON OF THE PERS
XXXXXXXXXXXX	CEC XXXXXX	XXXXXXXXX		

2. The new identification number is SAME

3. Pilot: BREWER

4. Authority: per Advance AAR Report

5. Other: Change Bureau Number to 147235 vice 147238

Has been dispatch ecded, but not hard ceded.

Very respectfully,

for S. W. ENTER

(initials)
(initials)
(initials)
(initials)
(initials)

3,9.69

cs

3750 4993

SPECIAL MANULING REQUIRED IN ACCORDANCE WITH OPPRAVINGS 3750.6 SERVERS

6 JUN 1963

SIZE EMBCREUET on WM-111 DET 20 AAR oor 1-69A concerning B-12 Date 147235 accident occurring 18 Pob 69, pilot BERNER

Pren: Commander Neval Air Perce, U. S. Pacific Floot To: Commander, Neval Safety Conter

Sabj: WM-111 BET 20 AAR oor 1-694

1. Peruarded, concurring with the conclusions and recommendations of the Aircraft Assident Board. The remarks of the subsequent endorsers are



Jim E. Dolyne By direction

.

P7-11/3750 Ser 015/883 1 9 MAY 1969

SPECIAL MANDLING REQUIRED IN ACCORDANCE WITH OPHAVINST 3750.6 SESTEM

FIFTH MECONSMITT on VAN-111 DET 20, Accident 1-69A, concerning 8-18, BUND 147235 of 18 Pobrusry 1969, Pilot MANER

Pres: Commander Floot Air San Diego

To: Commander Haval Safety Center Via: Commander Haval Air Perse, U. S. Pacific Floot

Subj: VMI-111 DET 20 AAR 1-69A; forwarding of

1. Pervarded, concurring in the conclusions and recommendations of the Aircraft Accident Board and the remarks of the Fourth Endorsessat.

(b) (5)

Cakustein

C. A. KARABERIS

Commandation (2)
COMMANDATION (AIR-09E)
COMMANDATION
COMM

FF12/CCAENN-11 COMO: REC:rd 3750 93

2 1000

SPECIAL HANDIING REQUIRED IN ACCORDANCE WITH OPNAY 3750.6 SERIES

FOURTH ENDORSEMENT on VAW-111 Det 20, accident 1-69A, concerning E-1B, BUNO 147235, of 18 February 1969, pilot BREWER

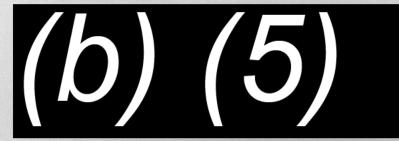
From: Commander Carrier Airborne Early Warning Wing ETEVEN

Commander Naval Safety Center Tos Via:

(1) Commander Fleet Air San Diego (2) Commander Naval Air Force, U. S. Pacific Fleet

Subj: VAM-111 Det 20 AAR 1-69A

1. Forwarded concurring with the conclusions and recommendations of the Accident Board.



3. All addressees are requested to add the following to VAW-111 Det 20 1tr serial 63 of 18 March 1969; "SECOND ENDORSEMENT on VAW-111 Det 20, accident 1-69A, concerning E-1B BUNO 147235, of 18 February 1969, pilot BREMER".

Copy to: COMMAVSAFECEN (2) COMAVAIRSYSCOM (AIR-09E) COMMAVAIRPAC NAVPLANTREPO BETHPATE CONTAIRSDIEGO COMCARACIATING THELVE CNO (OP-534) DIR. AFIP USS KEARSARGE (CVS-33) RV4W-120 VAW-121 AVA-111 VAW-111 Det 20

CVS33/3750 03:AEG:Er Ser 1 7 APR 1969

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

THIRD ENDORSEMENT on VAN-111 DET 20 AAR Serial 1-69A of 18 Feb 69 concerning E1B BuNo 147235, pilot BREWER

From: Commanding Officer, USS KEARSARGE (CVS-33).

To: Commander Naval Safety Center

Via: (1) Commander Carrier Airborne Early Warning Wing ELEVEN

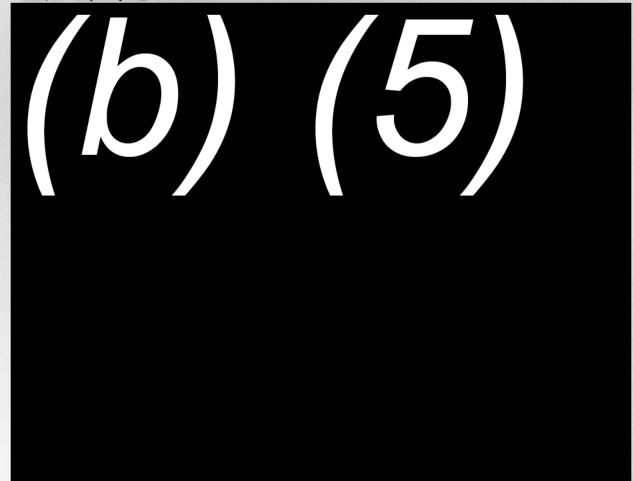
(2) Commander Fleet Air San Diego

(3) Commander Naval Air Force, U.S. Pacific Fleet

Subj: Aircraft Accident Report Serial 1-69A of 18 Feb 69

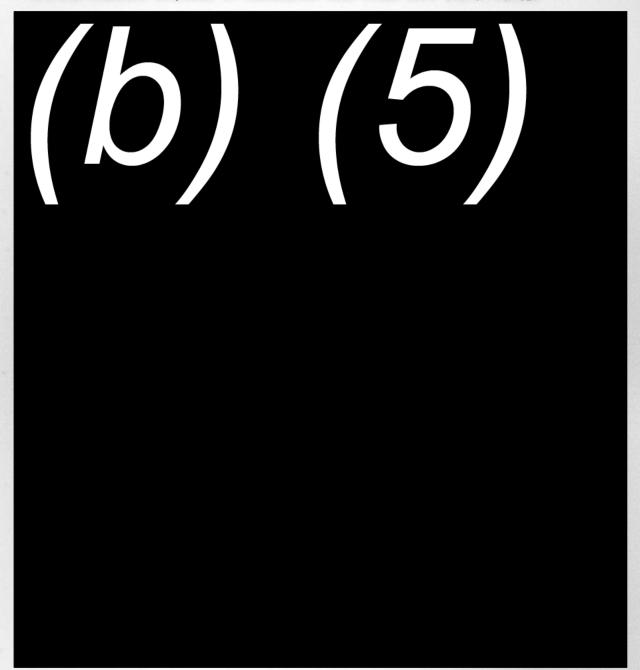
Encl: (2) CONCARANTISUBAIRGRU FIFTY-NINE 1tr ser 121 of 3 March 1969

1. Forwarded, concurring in the statements, conclusions and recommendations of the Accident Board and previous endorsements with the following exceptions and/or amplifying comments:



CVS33/3750 03:AEG:fr

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAY INST 3750.6 SERIES



SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAY INST 3750.6 SERIES

CVS33/3750 03:ABG:fr

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAY INST 3750.6 SERIES

(b) (5)

P. NEARMAN

Copy to:
COMMANAIRSYSCOM
COMMANAIRS

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAV INST 3750.6 SERIES

CARRIER ANTI-SUBMARME AIR GROUP FIFTY-MINE

CV80-59/10:52 1650 Ser 121

From: Commender Carrier Anti-Submarine Air Group FIFTY-SINE
To: Commanding Officer, USS KEARSARGE (CVS-33)

Subj: Recent Carrier Qualifications aboard USS KEARSARGE (CVS-33)

- 1. On behalf of the officers and sen of Air Group FIFTY-NINE, I would like to express my sincere appreciation for the outstanding cooperation and assistance rendered by USS KEARSARGE during our recent C.Q. efforts. Your crevs "Can Do Spirit" was instrumental in achieving 375 day landings and 261 night landings in only three days. In view of the obstacles encountered such as limited sea space, rough seas and semetimes marginal weather, these totals are indeed noteworthy.
- 2. Special plaudetts are extended to CDR VAN KLEECK and the Air Department. Their patience and understanding was a tremendous asset in conducting an orderly flow of aircraft on and off the ship. Special thanks also to LCDR PIETROSKI and LCDR AUBREY from Air Operations who did so much to fulfill our every need.
- 3. The very best to you and your crew on the forthcoming WESTPAC deployment. Air Group PIFTY-BINE would consider it a pleasure to work with KEARSARGE and her crew anytime and anyplace.

A. D. FOX

CARRIER AIRBORNE EARLY WARNING SQUADRON ONE HUNDRED ELEVEN DETACHMENT TWENTY FLEET POST OFFICE SAN FRANCISCO, CALIFORNIA

FF12/VAW-111(20) ADMINSWFHSWFK 3750 Ser: 63 18 MAR 1969

From: Officer in Charge, Detachment To Early, Carrier Airborne Early Varning

Squedron OME HUNDRED ELEVEN

To: Commander, Naval Safety Center

Vie: Commanding Officer, USS KEARSARCE (CVS-33)

Commander, Carrier Airborne Carly Varning Wing ELEVEN

Commander Fleet Air San Diego

Commander Maval Air Force U. S. Pacific Fleet

Subj: Aircraft Accident Report; endorsement on

l. Forwarded, concurring in the statements, conclusions, and recommendations of the accident board and Commanding Officer of Carrier Airborne Early Warning Squadron ONE HUNDRED ELEVEN with the following exception and recommendation.



W.T. Cale

Copy to:
COMMAVAIRS/SCOM VAW-111
MAVPLANTREPO BETHPAGE
COMCARAENWING TWELVE VAW-121
CNO (CP-53L) RVAW-110
DIR.AFIP RVAW-120

ORIGINAT

FF12/VAW-111 ADMIN : BB : mds 3750 Ser: 130 10 March 1969

FIRST BIDORSEMENT on Aircraft Accident Report of E-18 Bureau Number 147235

Front Commanding Officer, Carrier A roome Early Warning Squadron

CNE HUNDRED ELLIVEN

Commander, Naval Safety Center Tot

Officer-in-Charge, Lebachment W. WY, Carrier Airborne Early Marning Via:

Squadron ONE HUND CED BLEVEL

Commanding Officer, USS Kar R (GVS-33)

Commander Fleet Air San Diego

Subj: Aircraft Accident Report; encorse one on

1. Formerded, concurring in the conclusions and recommendations of the accident board.

2. The board's recommended points have open recommasized to the pilots. The following additional steps are boing taken:



COPY to: COMAVSAPECEN (2) COMAVAIRSTSCON COMAVAIRPAC MATPLANTE PO ETHPACE COVAIRSDIEGO COMARAMAMIG BLEVEN CONCARABIANDIO THE LIVE CHO (OP-514)

DIR.AFIP RVAH-110 RYAW-120/ VAN-121

Para 65, OPNAV INSTRUCTION 37506, efective addition

		AT I GENERAL		
00. WW-111 DET 20.	1-694	180211U PEB	ELB	147235
Th. Commender, Street ' Salety Spater	111) •	ISLAND 33-	MA CATALINA 26.8 N 118-33.5	
- 0-10C, OFF 20 VAV-111	RC	NIGHT	0 + 12	361
CONTARABATOR A	-	FROM USS MEARS		NORTH ISLAND
COMMITTENTION	4	is, the electrical VFR	1308	26,000 LBS.
ALTITUDE ACFT STRUCK MOINTAIN		1	EX PLEVATION AT TIME	HOUNTAINOUS
BY THE STATE SHE SALVING COLUMN 199 FORE.	The Partieur	HON OF ANY DINES AND THE CALL	the (Couples What I are	MAI TO AND AND TO

L	THE ROLL RISE & HISE WILL		. BANK	To the	90 . 1 100	15 181100		1 VIANG	EILARY.	· martine	10. 5
	ROW, M.D. Jr		LT	(b) (6	1315	US.IR	27	1 3	PILOT	P	
7.8	PAY, B.W	le				1					
	Ref.			TO SHOW THE P	mara mara	*******	******	119	1		
	AL MINES			2020	1 67	LATT MES AV	TNOW		WI	607	5
	1	-		2030		FCLP LANDINGS LAST 6 MOUNTAIN TO THE PROPERTY			M MOGL	15/17	
	WT 0006/2 IN THE 13 406								-		
E	I		+						ALL	15/	1
E	WIT GOLDER OF ITTEL 3 MONLINE			47		MONTHS ACTUAL/BURNEY FED			N 1000E	2/	7
	MA SOMES THIS WAST.	AGE		685		FISHT HOURS LAST 2 MONTHS			MA	61	
-		OTA	*	MA AN					a maser	6/	
15	MA SERIES THIS WOOD,	97/0		168		21 TOT & MOULE IN					
-		AC				MELCO (if Note mighes)			-	111	
•	LAST 3 MORTHS	617/61	7	MA / NA	1 LA	THEIR FLIGHT	Lit BEST		WEST/20	0046	_
	Miles Chief Chief	11 710	1969		70.	E INSTRUMENT	-			STAIR	
	St. MANE BLOCK Street, & middle	Total of	1 02		Coloca ce sa	19 CE 20. FILE	VINE 92.	56. Past	B1.	THE	
E	HOBAHAN, P.E.		-	LTJG	USN	ALCOHOLD STATE OF THE PARTY OF	(6)	VAW-11		PASS	156
Æ	CAMPISON, L.		1	LIJO	USER			DEF ST	A	THE.	-
	TARALDSEE E	4	12	11730	USE		100	DE 33	A	1249	., 3

PART I SEMBAL # 2 300:" WA 4 13. OTS (LOS'L) OF WISHER OF & MODEL AMERICA 20 1-69. 1802L1U PER 147235 and A-letten Bullety Conter # 11. TIME OF SAF TE THE IN PLINE I AGE 15. 54 64 FEOM: IS IVE GLANGET to M. Marrett 17. A/C W I HE THEIM THE S IN ELEVATION AT TIME OF MISHE B. CHY MODEL THE SEPRETURE CLASSICAL AND MARKET CLASSIFICATION OF MAY COMED AND INVOLVED From the Control for the AND MAI FACTOR 17. WEATURA -SERVICING PERSONNEL LANDING SIGNAL OFFICED MESISH AIRCRAFT AND DEVALUE OF IL MINER TERSCHIEL (Specify) DERIGH COUR BOTHLOCKE BET OFERATION OF AND DISTRICT 2 (Elite Shift (Smooth) ADM MISTRATIVE FACILITIES RUNMAY, OVERRUN TAXINGT. BOLLHOS/PITCHIOS DECE DESIGN COAS PLICHT DICK SACILITIES NOV AIDS, LAND NG AIDS MATERIAL FAILURE/MALPUNCTION FREILINGS BANGET (Specify) E SWEETINGS UNDE BERK IMED 24. OTHER (Specify) 0 04007 1 10.7 1 00 4 0001 1 0001 0 00 1 1 1400 00 1 2. CAME (Last, first, & calette irritely PILLET ! PAN IN CONTROL OF SURE OF SUR LT (b) (6) 1315 USAR PILOT I 28 COVIAL ITEM ALL CHIEBLE CV LANDINGS CAY/MICHT 1890 IN MODEL FOUR LANGINGS LAST & MORTHS 444 27/16 ALL GIFTELS IN LIST 12 MANTHS 54 -27/16 -ALL MODELS IN LAST 2 MINTER INSTRUMENT NOURS LAST 3 IN MUDEL 591 MÀ ALL PERIOR THIS MADEL MIGHT HOURS LAST 3 MONTHS OFT/CPT /NA TOTAL MOURS OF TETS (IT jet mistage) MELDS (IT help mistage) AL SERIES THIS MADEL M 46 ARC. ALL SOMES THIS SECEL LAST 3 MONTHS LAST FRIOR FLIGHT MLL SERIES OFT/CFT /Ni ATION THIS HOOSE 0+57 THE STATE OF S TYPE INSTRUMENT CARD 29 JAN 1969/3.85 25. B.iME East, first, & mirete inibiati DOG 27 SANN 20 MANCH OF SUTTO 10. FILE/

SPECIAL NANDLING REGULARD in accords 27504A Con. 240 Page 2 Pers. 65, OPNAY INSTRUCTION 37506, efection edition FAL AND FACILITY ANT OFFICE THE BELLEN BELLES STREET THE WAR may of the same Cartain Courty to provid a LARW Lateran WAW-111 2523232 FEB 69 4 WAM-111 DET 20 1817132 FEB69 (PRELIK)7. USS HEARSANGE 1815262 FEB 69 (SIFFEM 2. 5 WAM-111 1906312 FEB 69 (SIFF.) 8. USS HEARSANGE 1816002 FEB 69 (MITSUN 3. 6.USS HEARSANGE 1815202 FEB 69. (SAR) 9. CMAP 1821192 FEB 69 (SAR)

Comments of the control of the contr	100007 ADDOOR (Der Der 140	N	Pa	CIAL HANDLING RE	NST RUCTION	3750A, efection	orar seres see
THE ADDRESS OF THE PROPERTY ACCORDING SHOULD			- 2	E TOIL	A. WIND DIER EE	2 80	ATTAC WIND	C Division to the
The property of the company of the c	G	7.	MA WIE	a locat	ICH CO BILLS	1 0	ESCH CHET I	is their decide
THE PROPERTY AND A CONTROL OF THE STATE OF T			CEMIS OF	Maria Cartino				
CONTRACT PROCESSING CONTRACT OF THE PARTY OF			1	. 47	matin: near, hami	er and/or barries	de christies of	
SEE FEMALE SEE FEMALE SEE FEMALE SEE FEMALE SEE ACCURATE ALCALD CIRCLES STREETS STREETS STREETS STREETS L SALE DEFLORED CRISE L SALE DEFLORED STREET SALES STREETS STREETS STREETS L SALE DEFLORED STREET SALES STREETS L SALE STREET STREET SALES STREETS L SALE STREET STREET SALES STREETS L SALE STREETS STREET SALES STREETS L SALES STREETS STREETS L SALES STREETS STREETS L SALES STREET		12 Mark	12 844	-	ITACL WAVE SETT	CORST	ACCUMULA	
LE MAN COMMAND PRANCE LE MAN COMMAND PRANCE LE MAN COMMAND PRANCE THE MAN COMMAND PRANCE THE MAN COMMAND PRANCE THE MAN COMMAND PRANCE THE MAN COMMAND PRANCE OF THE MAN COMMAND PARTY OF THE MAN COMMAND PRANCE OF THE MAN COMMAND PARTY OF THE		FEED	400			W. IEI	SURE PER	(cadings and manchs in sortice)
LE MAN COMMAND PRANCE LE MAN COMMAND PRANCE LE MAN COMMAND PRANCE THE MAN COMMAND PRANCE THE MAN COMMAND PRANCE THE MAN COMMAND PRANCE THE MAN COMMAND PRANCE OF THE MAN COMMAND PARTY OF THE MAN COMMAND PRANCE OF THE MAN COMMAND PARTY OF THE								
LE DATE OFFICIAL PROPERTY A DATE OF CONTROL OF THE PROPERTY AND CONTROL OF THE PROPERT	100x 100xx							
LEME BORDAND CHANGE B. SAME STREAM PRODUCT THE STREET BOTTON C. RECAT HOUSEAGANDINGS SINCE CONCOUNTS THE STREET BOTTON CONTROL OF THE STREET SINCE STREET SI	- Standards			Sec Money	PR ATICACO PARRI	T.S. Accountate on	allott	
THE STATE OF THE SERVICE OF STATE OF ST	L BARE SUPLEMENTO	etus es Propo			man distance in the second			SALARDINGO LAST SO BAYS
15-2000 P 3-5 BM idd. County Class to a server of the serv	THE REAL PROPERTY.	Commence of the Commence of th	A COMMENT	E. NIGHT	HOURSAMOINGS SIN	CE C61-L0148887	2. Intend to	
15-2000 P? 3-5 M/ MA COTTON AND MA					ATHEN AT SCENE	g name		
PRIT IN ACCITIONAL INFORMATION 2. DESTRIBUTION: COMMANDERSYSCOM RYAW-110 COMMANDERSO RAW-120 MAYPLANTREPO BETHPAGE VAN-121 COMMANDERSO COMMA	15-2000	3-5 R		ill	Ca	TRIDE AND MA		
2. DISTRIBUTION: COMMANDESS (2) DIR, AFIP COMMANDESS (2) DIR, AFIP COMMANDESS (2) DIR, AFIP RVAW-110 COMMANDESS (2) DIR, AFIP RVAW-120 COMMAND	THEREOM							
COMMANDERSON RYAW-110 COMMANDERSON RYAW-110 COMMANDERSON RYAW-120 MAYPLANTREPO BETHPAGE VAN-121 COMMANDING ELEVEN COMMANDAMING TUELVE CNO (OP-534) C MAINT PROFERM T MAINTE TO	100 100 h.d. 1101			PORT	M ACCITIONAL IN	FORMATION		
COMMANDERSON RVAN-110 COMMANDERSON RVAN-120 MAYPLANTREPO BETHPAGE VAN-121 COMMANDERSON RULEVEN COMMANDAMING ELEVEN COMMANDAMING TUELVE COMMANDAMING TU		2.						
CONCARABINING ELEVEN CONCARABINING TUELVE COMO (OP-534)			CORNA	ATRISTISCOH	RYA	W-110		
CONCARABINING ELEVEN CONC (QP-53L) CHO (QP-53L) CHOINE TO			KAPL	MTREPO BET	THPAGE V.			
COND (CP-534)								
TO DESIGNATE PAGE TO PERSONAL PROPERTY PAGE			COTCAR	LEWING T				
	W MINE TO 1	2 (20)			TA PRIVATE PE	OFE ITY		THE THE PARTY
(b) (6)								
		1						

than property instant and Grand Australia reports, Home indicated by an exterior in the upper right hand corner must be filled in

THE ACCIDENT

At 0229U on 13 February 1969, E-18 Buno 117235, Modex RR 761, was catapulted from USS KEARS RGE (CVS-33) for a point-to-point flight to NAS North Island, San Diego, California. If Melvin D. BREMER, (b) (6) /1315, the pilot, was at the controls in the left pilot's scat. If Billy W. RAY, (b) (6)/1315, the Pilot-in-Command, occupied the ca-pilot's scat and three passengers; LTJG FAMER A. TARALISEN, (b) (6) /1315; LTJG Francis E. HORAHO, (b) (6) /1310; and LTJG Larry W. G. REISON, (b) (6) /1315 occupied the remaining scats in the aircraft. The ship's position at 0230U (one minute after launch) was fixed by radar at 330-36.9 North, 1180-43.4 West which plots 3060 Mag. 13.2 NM from the crash site (enclosure 1). After launch RR 761 checked in with KEARSARGE Departure Control and was given clearance for a left turn-out and a climb to an unspecified enroute altitude. Estimated time annoute to North Island was given as 15 minutes (enclosure 2). The allot was made aware shortly before launch that North Island was bearing 1130 Mag. at 39 Ma.

(b) (5)

About 3 minutes after take-off, RR 761 contacted San Diego Fleet Air Control Surveillance Facility (FACSFAC), Radio Call BE VER COMBIL, and shortly thereafter edvised NEARS ROW Departure Control of this fact. Deporture acknowledged this transmission. RR 761 requested flight following service from FAC FAC, but was advised by the F.CSF.C Controller that equipment problems precluded this service (enclosure 3). There were no further known rodio transmissions heard from RR 761 after approximately 0236U. Upon the expiration of the 45 minute estimated time enroute, several attends were made by FACSFAC to contact RR 761. At 04289 the circust was one hour overdue and SAR procedures were initiated. Some circumit were launched from USS KEARSANCE, the Sen Diego Coast Guard Station and W S North Island. At Ochlu wreckage, later identified as RR 761, was a fine 1510 foot level of a ridge on the northwestern end of Santa Catal - Island at 330-26.8' North 1180-33.5' West (enclosure 4). There were no survivors. From the launch position and apparent flight path, the time of flight was estimated to be 12 minutes, making the time of impret O241U.

PART VI

DAM LOE

E-13 BUNO 147235, Modex RR 761, disintegrated and burned following impact with a mountain ridge located on Senta Catalina Island at 33-26.8 North, 118-33.5 West. Crash scene observations indicated the aircraft was heading approximetaly 122 degrees magnetic, at an altitude of about 1510 feet, at the time of impect. The ridge crest, located 220 feet slant range from initial impact point, is 1620 feet MSL. The slope angle is approximately 35 degrees at impact point, 30 degrees at a point midway between impact point and the ridge erest, and 25 degrees near the top of the slope (enclosure 5). The distribution of wreckage and impact marks indicated the aircraft hit the mountain slope in a horizontal flight both with wings level. The distribution of aircraft components at the erash scene generally corresponded to aircraft installation, i.e. the right wing and right engine on the right side (enclosure 6,7 and 8). Some components traveled over the ridge crest, dam a 35 degree slope, and came to mest in an area where the terrain levels 130 feet from the ridge (enclosure 8 and 9). He of the parts found in this area comprised the forward was-thirds and upper half of the aircraft. Exemples include radome, pilot's and co-pilot's seats, portions of the instrument panel and overhead console, various structural and fuselage shell components, and electronics equipment mounted high within the erew compertmont. Except for a few items on the outer extremities of the wreckage, the airereft burned intensely as indicated by solten metal, charred components and burned grass. There were no components salvageable for other than investigative purposes. The wreekage was released for disposal on 28 February 1969.

PORT VII

ENVEST TO TIME !!

PART VIII

CONCLUSIONS

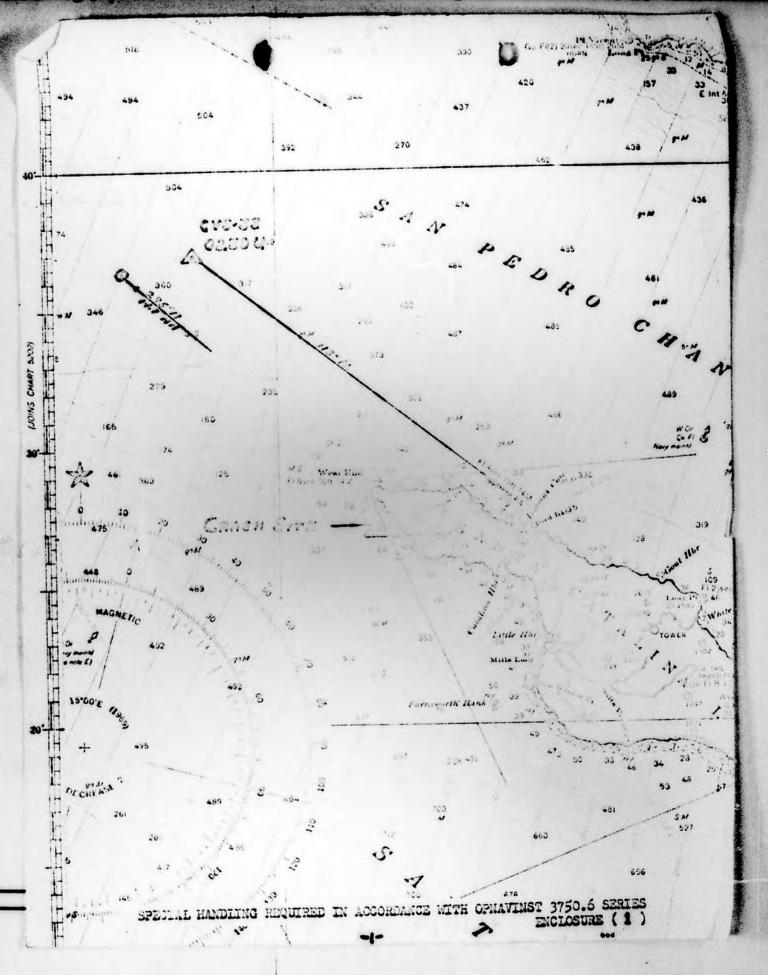
PART IX

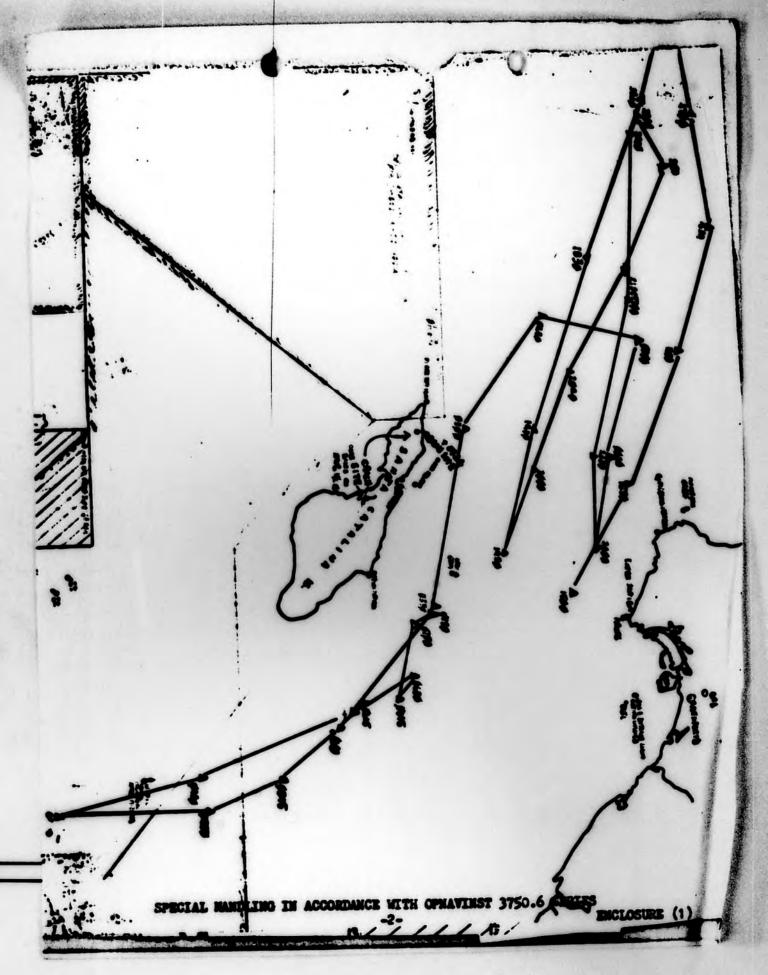
RECUPE DATIONS

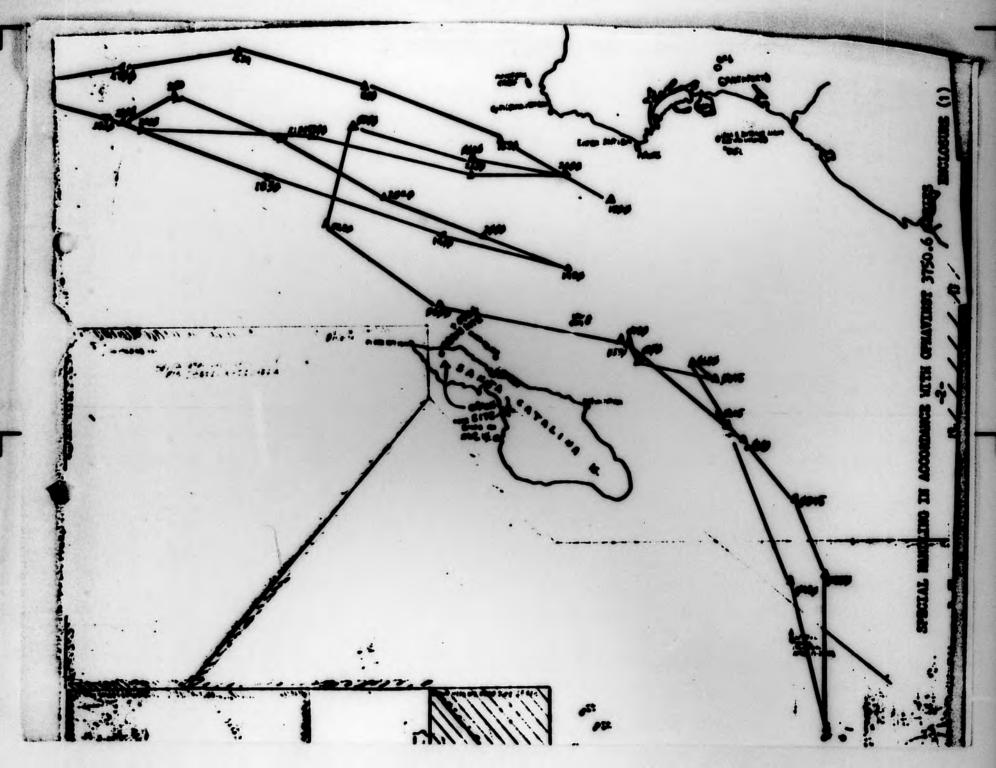
VAM-111 DET 20 SERIAL 1-69A, CONCERNING E-1B BUNO 147235, OCCURRING 18 FEB 1969, PILOT BREWER

INDEX OF ENCLOSURES

DICLOSURE	TITLE AREA CHART AND CIC TRACK CHART
	COPY OF TAPE TRANSCRIPT BETWEEN 147235 AND USS TEARSARCE
2	COPY OF TAPE TRANSCRIPT BETWEEN 147235 AND FLEET AIR
3	COPI OF TAPE INMISSIALL BULLIARY CAN DIROG
4	CONTROL SURVEILLANCE PACIFITY, SAN DIEGO
4	PHOTO, PROBABLE FLIGHT PATH OF 8-1B 147235
5	PHOTO, IMPACT SLOPE ANGLE
6	PHOTO, CRASH SCENE, BOTH SIDES OF RIDGE
7	PHOTO, CRASH SCENE, IMPACT SIDE
4 5 6 7 8	WRECKAGE DIAGRAM
9	PHOTO, CRASH SCENE, FAR SIDE OF RIDGE
10	STATEMENT OF LT J.A. CARLISLE, CO-PILOT OF 147235 ON PRE-
17.5	CEDING FLIGHT
11	USS KEARSARGE 0200U WEATHER OBSERVATION
12	USS KEARSARGE 0300U WEATHER OBSERVATION
13	PAA 0200U AND 0300U SEQUENCE REPORT (SAN CLEMENTE ISLAND)
	STATEMENT OF LT F.L. DAVIS, RVAW-110 LSO ABOARD USS
14	KEARSARGE MORNING OF 18 FEB 1969
144	STATEMENT OF LODR R.D. AMBREY, AIR OPERATIONS WATCH
15	STATEMENT OF LIGHT No. D. ANDIENES AND THE OF THE PARTY O
1.6	OFFICER, USS KEARSARGE STATEMENT OF AIRCAN J.B. MORRIS, AIR OPERATIONS DRT
16	STATEMENT OF ALCOHOUSE STATEMENT OF ALL OF MARKET STATEMENT OF ALCOHOLOGIC
	PICTTER, USS KEARSANGE
17	STATEMENT OF CDR J.R. SCHERMERHORN, AIR OPERATIONS
	OFFICER, USS KEARSACIE
18	PHOTO, E-1B TACAN COUPLER
19	COPY OF TAPE TRANSCRIP! BETWEEN RVAW-110 AIRCRAFT (FT-11)
	AND USS KEARSARGE
20	STATEMENT OF IT G.C. KLIEKFFY, PLANE COMMANDER OF
	DEFAULA 10 ATDCDARM (19-11)
21	STATEMENT OF AC2 M.A. WULF, DEPARTURE CONTROLLER ABOARD
	USS KEARSARGE
22	CATCC EQUIPMENT STATUS REPORT
	STATEMENT OF ETCS H.M. HARTER, "OE" DIVISION SUPERVISOR,
23	USS KEARSARGE
-	PILOT RESUME OF LT M.D. BREWER FOR PRECEDING FIVE FISCAL
24	
	YEARS PILOT RESUME OF LT B.W. RAY FOR PRECEDING FIVE FISCAL
25	
200	YEARS (ADVANCE OF THE OWNER)
26	MEDICAL OFFICER'S REPORT (ORIGINAL ONLY)
(3.2)	MAINTENANCE Officer's Statement
21.	MAINTENANCE Officers STATEMEN.







Recorder #3 Freq 362.9

Final 1 control commencing at Tape #1140. Approx. time 0215U 18 FEB 1969

761: Departure, 761, say your altimeter.

CCA: 2987

Tape Husber 1113 1/2

CCA: 61 Departure

761: 761 Go .

OCA: 761, Pigeons to North Island 117 at 94

761: Roger

Tape Number 1114 1/2

CCA: 761, New pigeons are you ready to copy

761: 761 Go ahead.

CCA: North Island Bears 113/89

761: 761

Tage Number 11/17 1/2

761: Departure, 761

CCA: 761, Go ahead

761: Lower my weight to twenty-six hundred please.

CCA: 61 Roger

Sepe-Number 1150

761: Departure, did you copy my wieght twenty-six thousand.

CCA: 761 affirmative

Tape Number 115h 3/4

761: Departure, 761 airborne

CCA: 761, Cleared left turn out, say time enroute and your state.

761: 761, Time enroute, (pause) zero plus four five, stat five plus zero

CCA: 761, Cleared to climb to enroute altitude. Advise switching to Beaver Control

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPMAVINST 3750.6 SERIES

ENCLOSURE (2)

761: 761 Roger

Tape time 1157 1/2

761: Wildcat departure, Romeo Romeo 761

CCA: 761 Wildoat

761: Wildcat 761 is contact with Beaver Control at this time, over.

CCA: 761 Roger

MOTE: Elapsed time from first transmission to beginning of last transmission was 18 1/2 minutes.

THE ABOVE TRANSCRIPT WAS RECORDED BY MEMBERS OF THE ACCIDENT BOARD.

FACSFAC TAPE TRANSCRIPT OFF R761 ACCIDENT

TIME TAPE TAPE NO. FREQ. 326.5

761: REAVER COMTROL, BEAVER CONTROL RR761, OVER.

BEAVER: 761 BEAVER. GO AHEAD.

761: RR761 ON A BINGO FROM CVS-33 TO NORTH ISLAND TIME ENROUTE 0+45.

BEAVER: THIS IS BEAVER ROGER RECOGNING PROCED DIRECT CALL WHEN SWITCHING TO

TOWER, OVER.

761: 761, ROGER.

TIME TAPE TAPE NO. PREG. 320.5

761: REA ER CONTROL 761

BEAVER: 761. BEAVER.

761: BEAVER 761, IF YOU HOLD ME ON YOUR DADGET WOULD LIKE FLIGHT POLLOWING TO

N RTH ISLAND.

BRATER: THIS IS REAVIR ROOME SUTAY 3-26.

761: 761 SQUAKING

TIME TAPE TAPE NO. FRAG. 320.5

BEAVER: 761, BEAVER

761: 761. 00

BEAVER: BEGVER BE ADVISED (GARRIAGE) BADJET (DARRIAGE) BORN RAVING EQUIPMENT

PROBLEMS ALL NIGHT (...).

761: 761 ROGER.

TIME TOPE TAPE NO. 2000 326.5

BEAVER: RR761 BRAVER, OV R

TIME TAPE TAPE NO. TRYO

BEAVER: RR761 BEAVER IF OU READ COME THE 326.5, BEAVER OUT.

TIME TO TANK NO. THE 243.0

SEAVER: RETGI BEAVER ON GUARD IF YOU RE GO COME IP 326.5

(b) (6)
Certified to be a true copy

ARR Rend member

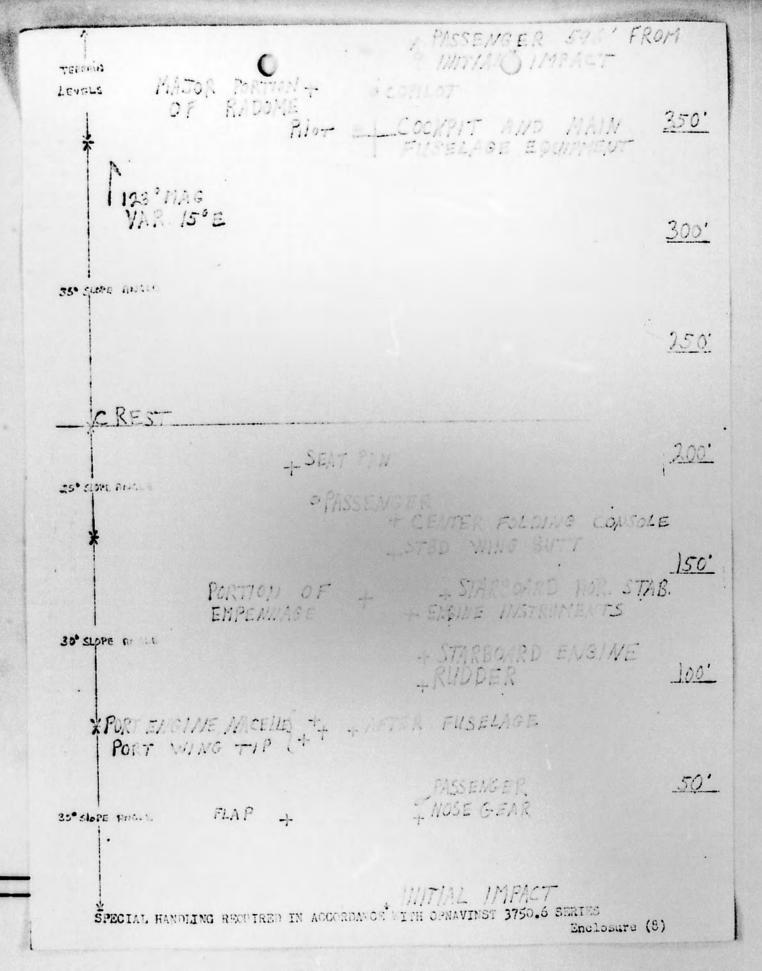
SPECIAL HANDLING RECUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES







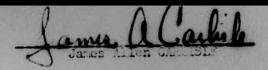






STATEMENT OF LIEUFENAME JAMES A. CARLICLE, (b) (6) (1315 USHR, GONOUTHING OPERATION OF APR-22 RADAR AUTHORIES OF BOID 147235 OF THE FEBRUARY 1969.

(b) (5)



SPECTAL HANDELING REQUIRED IN A TORDANCE WITH OPNIAVINST 3750.6 SERIES
Enclosure (10)

USS AFTER OF TANKS

SHIPPORTURE OF SHOWATERS	
18 Feb 1969 11 0200	10.00
18 1001110": 32 134 N 118 11W	101. 150 AED: 18415.
5 15 DE DES. 010	_ 05 AR
ATTYS: DOG. 350	14. 193.
1 10757 LY 38: 1/10 Se 1/10 1 10	
GENTS TATES : 4/10 CI AMOUNT 1 10	THE COKNOWN
	TT/. 1454 /10
TRILITY 10 TOTAL OF THE P	
TRUE OTP PELOTO O!	
ATTVE: DIP. DET PURIOR	
LLE TRUE DER. 260 Des. PERSON:	
ATTACH DIR. DES PROTODS	A CONTRACTOR OF THE PROPERTY O
PERATURE: \$3.5 DEG. DELL FORLE: 1	
TEIPSRATURE: 57	
SOURE: SEA LEVALE 1011.57 PR ATTE	BAR SOLF AS 29.87 1.035
STITE AUTHORS: -130 P. SPECIA	The state of the s
ABS:	
	I have been been been been been been been be
	AAR Clark Months
Committee of the second	A CONTRACT OF THE PROPERTY OF
	OV 0 31
ATTA: All Pouples	TOTAL CHOICE COPPLETE Plate - Plate - Jel

The return to the party of the return to the party of the

and the land to the second of the second	o votence				*1
A SELECTION OF					0 117
18 Feb 19					* *
PILES POSTERON:	13 47N 11	8 3/0.	110	224/3	4.3
rnus 1770: Des.	010		08 : 113		
PRACTICES PAGE	340		24		750
mer lease and a	the ever	AND THE !	NOT 2000		3.
CHER TAYELS:	To de and	LIAM PIE	NO E DONO	FT.	
	You ci Mus	er pre error			7.
Essentre 2	·The key	we very by	It rain bego	10402	- 5
and: Thus body.	. PINTER	. 01	namer e	1	
BELATTE DEL	Den. Per.L	s.,, s.,	HERBARI	FT	11-56
LIFELD TRUS DIR. 2	60. Ca. MAG	3. 05	sac. Trintt_	03	
WIATIVE: Dra		D: 1	_ per he (dar)	77.	**
COM ERATURES 526	DEG. DEA FORE	r: . 45	Della den film	77.	100
MA TEMERAPU	57				1-3
RESSULET SEA CEVEL	. 1010.5	ALMOR , A C 30	22.0	Y T. C183	
MASTER ATTENDED	-200 M	SPECIAL TO NO.	MATAY:		
TEMBES!		and the second second			
	• • • • • • • • • • • • • • • • • • • •				
Y	n		(h	(6)	
					E COPT
				ic looked mem	***
400 CUSTE 163	Ametrodi	MESTEROIC	ICAL OFFICER:	Kally	

SAUS 5 KWRF 181080Z
NTO 120M2506007R- 119/50/48/3504/987/HRLY PCPN .05
NSI NONE
V9C E50M8R-- 47/42/0906/984/RC000245
OAF 120M1007R- 48/45/3408/987/MAG32
EDN M46028 47/40/2610/981
LSV 015+ 49/23/0606/936
CVS -X6 27/22/0000/026/F2
NZJ M13024015 105/51/50/0000/984
NXX -XU01/2F 106/53/50/1472/986/ R24VV1 F9
NZY M32030FH 105/54/51/0902/983
NRS -XF1503GF 113/51/50/1003/E986/ F2 BINOVC
SCI E150100010 113/51/46/2405/987 RE10
VCV E90020 48/27/1104/978
SBD 700E120D/015+ 50/41/2502/985
RIV E1200/0446F 47/45/3102/983/BINOVC S VSBY NW-N21/4 GF BNK
LUF E1400/015+ 59/39/0000/987
DMA E1500/020 58/25/1313C18/987
HMN U048 41/28/0525/015/THN SPOTS 10VC

-0300 W

SAUS 5 KERF 181180Z
NTO 9CH23018R-- 129/49/48/3602/984/ HRLY PCPN.81
NSI NONE
VBC E5 MBR-- 47/43/1106/983/RCDD285
OAF 1CO24CV32045+ 48/43/8602/984/MAGBH
EDW M46923 17/39/2908/977/PRESFR RADAT 78267
LSV /015+ 48/24/8727/985
CVS - X8 29/23/0800/826/F2
REE M8018 31/27/8000/028/C16 RGD
NT9 300CM00/6- 101/55/47/0000 RB45
NZJ 25001002015 096/51/50/3000/981
NKX - XUD1F 090/53/50/1222/981/ R24VV3 F6
NZY E35021/20FH 092/53/51/0904/979
NRS E2 M056F 101/51/50/1106/E982
SCI E15010 111/51/46/0000/986
VCV E90020 45/33/24066/977
SBD 6F0E1200/035+ 51/44/1502/985
RIV - X30E1000/03/48--FH 47/47/3224/982/R31VR60+ F2
LUF E1400/035+ 58/38/3122/985
OMA E1500/026 58/25/1314619/985
HMN 12201048 41/28/2020/213

(b) (6)

Statement of LT Frenk L. DAVIS, (b) (6)/1315, RVAW-110 LSO, aboard USS KEARSARGE (CVS-33) morning of 18 FEB 1969

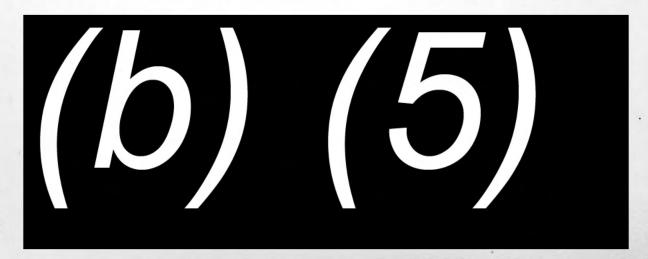


Very respectfully,

Frank L. DAVIS Jr.

(b) (6)

STATESPART OF LODE BOY DALE AND SET, WOH, (b) (6) ATR OFFRATIONS MATCH OFFICER OF USS KEARSALOG (CVS-33) OF THE HORSELOG OF 18 FEB 1969.



Very Respectfully,

ROY DILE AMBREY LODE



(b) (5)

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINST 3750.6 SERIES ENCLOSURE (15)

STATEMENT ON AN JERRO OF E. MORRES

0

(b) (5)

(b) (6)

/s/ Jerrold B. MORRIS, AM, WSM

(b) (5)

SPECIAL HANDLING IN ACCORDANCE MITH CHARD IN IT 3750.6 STRIES

Enclosure (16)

ULL TOLD STATEMENT OF COR JAMES R. 50 TOLDER

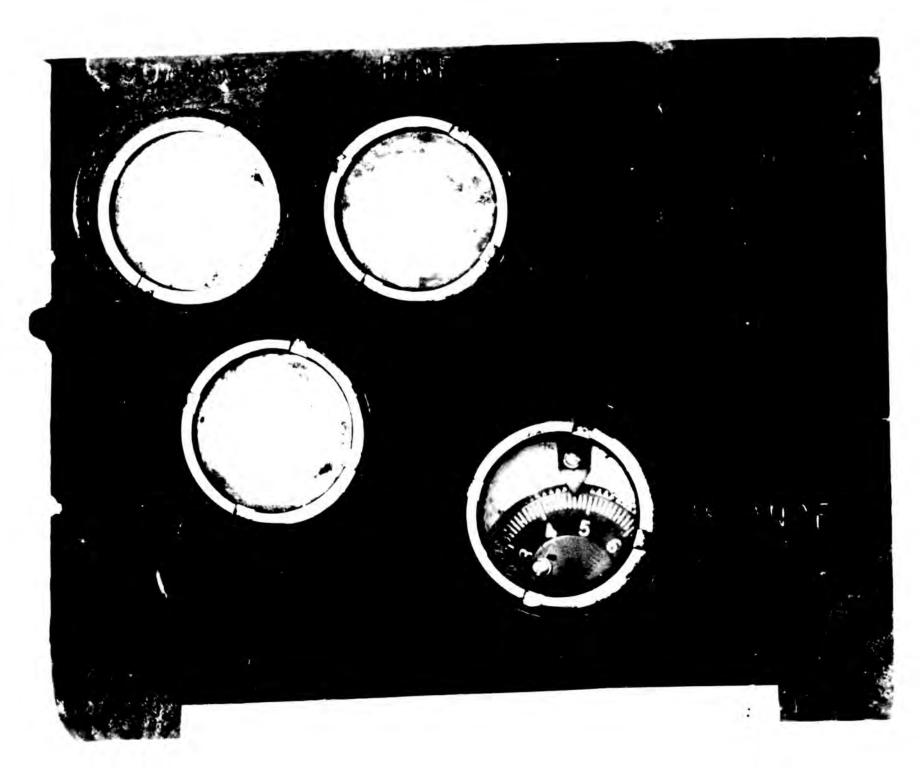
Statement of Communder Jense R. St. MATTRACKA, (b) (6) 1310, UST

0

(b) (6)

: Ang B. Salaman

SPECIAL HANDLING REQUIRED IN ACCORDINGE WITH OPNAVINST 3750.6 SERIES ENCLOSURE (17)



Freq. 362.9

Tape Number 1022

GCA: 11, Left 200, take Angels 1, go button 16, 355.3.

11. Roger.

Freq. 355.3

Tape Number 1023

11: Departure, Cyclone 11 sirports 1 00 frut turning to easily 200 three miles forward of the 200

Dents 11 your signal Binno, work and the binnon all the last your fuel state.

11: Time enroute will be 0000, for a second this wast.

Depts 11 Rayur, Report switching to workerst.

Tape Number 1932

Roger, are (status as) and the dar good to us on too?

Depte 11, Standby.

Oppes 11, our radar that is operated the second second of the control of the cont

Tape Number 10

11 Koger, make it 3+30.

Dopts Roger, 11.

Is Apparoure this is 11, where was one find bearing on San Clements
Island (pause) Santa Catalina.

Dept: Standby one.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OFNAVINST 3750.6 SERIES One losure (10)

Tape Number 1025

Depts 11 standby for the bearing to San Clemente.

Depts Santa Catalina bears 140 to 125 magnetic.

11: Roger, How many miles?

Tape Number 1026

Depts 11 Standby.

Tana Number 10261s

Dopts 11, 17 miles.

lls Roger, that's what I thought. I recommend you turn all your abroraft towards the coastline to the East so there is no chance of them running into San Clemente at a low altitude.

Depts Roger.

Tape Number 1029

11: Departure, 11.

Dents 11, Conarture.

11: Roger, 11 is presently 150 radial at 5 miles, angels 3pts, switching to Beaver Control. I have the compuling in sight.

THE ABOVE TRANSCRIPT WAS RECORDED BY MEMBERS OF THE ACCIDENT BOARD.

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPMANINGS 3750.6 STRIES

Enclosure (19)

Statement of LT. Goza G. KEREKTFY, USH, (b) (6) concurring the air operations of USS KEARSARGE CVS-33 on the morning of 10 FLB 1969.

(b) (5), (b) (6)

SPECIAL HANDLING REQUIRED IN ACCORDINGS VIRE CONAVINST 3750.6 SERIES ENCLOSURE (20)

(b) (6)

AAR Board Member

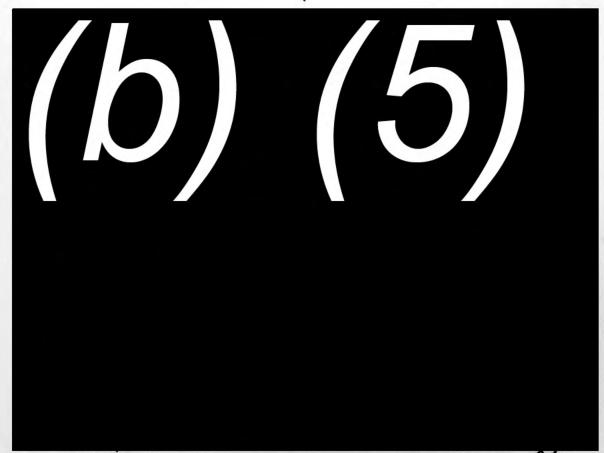
SPECIAL HANDLING REQUIRED IN ACTION OF THE PRAVILEY 1750.6 PER (20

13 Parmary 1969

STATERIME OF ACR MICHAEL ALLAN VILLA, 1981, (b) (6) 193 EVALGABOR (GVG-33)

DEPARTURE CONTROLLER ON THE MODELLE OF 15 THE 1969.

ENCLOSURE (21)



Michael allan Wulf
MICHAEL ALLAN WILF
ACZ
(b) (6)



WILF IS CONSIDERED TO BE A CREDITABLE WITNESS

SPECIAL HANDLING REQUIRED IN ACCORDINGE WITH OPNAVINST 3750.6 SERIES ENCLOSURE (21)

STATEMENT OF STOS MAROLD N. HARTSR, TSA, (b) (6) USS KEARSARGE (CVS-33)

TIVESTON SUPERVISOR,

La Patroliney 1969

5

Re / netfully.

1st was in Marie

RESUME OF FLIGHT HOURS FOR PRECEDING TIVE PISCAL YEARS

LT M. D. BREWER

COMMAND ATTACHED	PERTOD	A/C MODEL	FLT HRS	OV INDO	PROFICT NOY
Training Command	JAN 65	7-31.	35.3	0/0	Operational
	MAR 66	T-28	114.6	6/0	
		TS-2A	146.0	6/0	
TRARON 2	MAR 66	T-34	1.2	0/0	Operational
	AUG 67	T-28	1048.7	0/0	
RVAW-110	SEP 67	E-1	67.3	10/0	Operational
	NOV 67				
V#W-211	NOV 67	E-1	617.2	38/54	Operational
	FEB 69				
TOTAL			2030	60/54	

SPECIAL HANDLING REQUIRED IN ACCORDANCE WITH OPNAVINGE 3750.6 SERIES
Enclosure (24)

RESUME OF PLICHT HOURS FOR PROCEDING PIVE MISCAL YEARS

LT B. W. RAY

COMMAND ATTACHED	PERIOD	A/C MCDLL	MLT HRS		PRO PIGITNOY
Treining Command	JAN 65	T-3 4	30.h	0/0	Operational
	JUN 66	T-28	126.1	6/0	
		TS-2A	151.9	6/0	
TRARON OUE	JUN 66	T-34	792.4	0/0	Operational
	SEPT 67	T-28	31.7	0/0	
		TS-2A	1.3	0/0	
		UC-115	153.8	0/0	
MANN-770	OCT 67	E-13	47.5	10/3	Operational
	FEB 68				
VM-222	FEB 68	E-18	543.7	58/36	Operational
	FEB 69				
TOTAL.			1881	80/36	

SPECIAL HANDLING REQUIRED IN ACCORDANCE VIOL CENAVINST 3750.6 SERIES

Enclosure (25)

MASHINATON D. C. 20305

REPORT OF POST-HOPPEN BIOCHEMICAL FIREINGS ON AIRCRAFT ACCIDENT FATALITY

IDENTIFICATION

BREWER MELVIN D 27/69 1307094

USNH SAN DIEGO CALIF

TO MAR 69 A69-62 A FROZEN T

2.18.69

CO, USNASC, NORPOLK, VA.

CNO, OP-05 F, WASHINGTON, D.C.

. AIRCRAFT ACCIDENT DATA:

AIRCRAPT TYPE:

AIRCRAFT SERIAL MUNDERS

2. TOKICOLOGY:



HOTE: FROZEN TIBBLE WILL DE HELD FOR THENTY (20) DAYD. IF SPECIAL BYLDIES OR FURTHER INFORMATION ARE DESIRED, DUGNIT REQUEST BY MOST EXPEDIENT MEANS. COMBULTATION SERVICE FROM THE ARROPMES BRANCH, AFIP, IS AVAILABLE ON 25 HOUR GASIS. CALL MASHINSTON, D. C., RAMBOLPH 3-1308 OR RAMBOLPH 3-1000, EXTENSION 33.

Col Edward H. Johnston

9

ROBERT M. DRAKE CAPTAIN, MC USH

6. SIGNATURE

Robert m. D. A.

. The or wells

MIP Form ((1 Oct 66)

MASHINSTON D. C. 20305

REPORT OF POST-HORSON DISCHOLICAL PHONES ON AIRCRAFT ACCIDENT FATALITY

IDENTIFICATION

RUSH

RAY, BILLY P 29YRS 1307095 LT (b) (6) USNH SAN DIEGO CALIF 10 MAR 69 A69-63 A FROZEN T CO, USNASC, NORPOLK, VA.

CNO, OP-05 F, WASHINGTON, D.C.

I. AIRCRAFT ACCIDENT DATA:

AIRCRAFT TYPE:

AIRCRAFT SERIAL HUMBERS

2. TOKICOLOBY:



MOTE: PROSEN TIBOUE WILL BE HELD FOR TWENTY (20) DAYS. IF SPECIAL STUDIES OR FURTHER INFORMATION AND DESIRED, BURNIT REQUEST BY MOST EXPEDIENT MEANS. CONSULTATION SERVICE FROM THE ACROSPACE BRANCH, AFIF, IS AVAILABLE ON 24 HOUR BASIS. CALL MAGNIMETON, D. C., RAMBOLPH 3-1388 OR RAMBOLPH 3-1000, EXTENSION 33.

Col Marine W. John Con



5. APPROVED BY:

ROBERT M. DRAKE CAPTAIN, NO USW Robert m Draft

. OF RESESSOR FIRST

M IP FORM (1 OCT 66)

ED FORCES HISTITUTE OF PATHOLOGY WASHINGTON D. C. 20305

REPORT OF POST-HORSEN DIGCHONICAL PHONES ON AIRCRAFT ACCIDENT FATALITY

DENTIFICATION GARRISON, LARRY W 25/69 1307096 LT JG (b) (6)

USHH SAN DIEGO CALIF 10 MAR 69 A69-64 A FROZEN T RUSH

CO, USNASC, MORFOLK, VA.

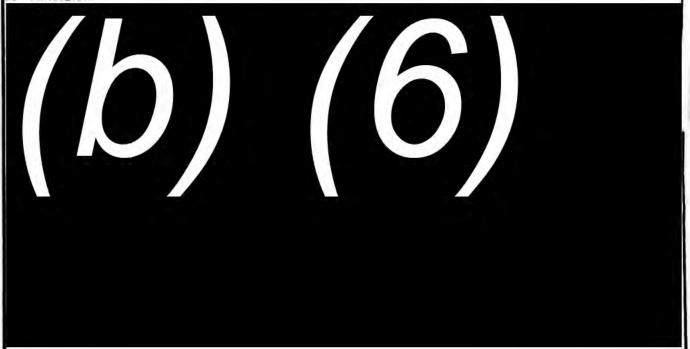
CNO, OP-05 F, WASHINGTON, D.C.

I. AIRCRAFT ACCIDENT DATA:

AIGCOAFT TYPE:

AIRCRAFT SERIAL MUNER:

TOKICOLOBY:



HOTE: FROZEN TIBBUE WILL DE HELD FOR TWENTY (20) DAYS. IF SPECIAL STUDIES ON FURTHER INFORMATION ARE DESIRED, BURNIT REQUEST BY MOST EXPEDIENT MEANS. COMMUNICATION SERVICE FROM THE ARROSPACE BRANCH, AFIP, IS AVAIL-ABLE ON 25 HOUR BASIS. CALL MASHIMSTON, D. C., RAMPOLPH 3-1388 ON RAMPOLPH 3-1000, EXTENDION 33.

EXAMINATION AND REPORT DYS

DUARD IL JOHNSTON

Dave or Repeat: 13 March 1969

APPROVED BY:

ROBERT H. DRAKE CAPTAIN, ME USH

Robert m Arabe

ARMED FORCES INSTITUTE OF PATHOLOGY WASHINGTON D. C. 20305

REPORT OF POST-HORTEN BIOCHENICAL FINDINGS ON AIRCRAFT ACCIDENT FATALITY

IDENTIFICATION MORAHA<u>N, FRA</u>NCIS E 25/69 1307097 LT JG (b) (6) USNH SAN DIEGO CALIF A69-65 A FROZEN T 10 MAR 69

CO, USHASC, HORFOLK, VA.

ee CNO, OP-05 F, WASHINGTON, D.C.

AIRCRAFT ACCIDENT DATA:

AIRCRAFT TYPE:

AIRGRAFT SERIAL MARGER:

TOXICOLORY:

RUSH



NOTE: FROMEN VISCUE WILL BE NELD FOR THENTY (20) DAYS. IF SPECIAL STUDIES ON PUNTUEN INFORMATION AND DESIRED, DUBNIT REQUEST OF MOST EXPEDIENT MEANS. COMMUNICATION DESVICE FROM THE ARROSPACE BRANCH, AFTF., 15 AVAILABLE ON 25 HOUR DASIS. CALL MASHINSTON, D. C., RAMSOLPH 3-1305 ON RAMSOLPH 3-1600, EXTENSION 33.

3. ENAMINATION AND REPORT OVE

0

. APPROVED DYI ROBERT H. DRAKE CAPTAIN, NO USW Robert m Drake

EDMARD N. JOHNSTO 13 MACH 1969 M IP Form & (1 Oct 66)

MAGES PERSON NOTITUTE OF PARTIE OF

WHEN OF PERFORMS DISCHARGE PROPERTY AND PROPERTY AND ADDRESS FAMILY.

VARALDSEN, FOWARD & 1307093 LTJG (b) (6) USNH SAN DIEGO CALIF 10 HAR 67 A69-61 A FROZEN 1

CO, USMASC, MORPOLK, VA.

to men, on on r, wights for, b.c.

AIRCRAFT ACCIDENT DATA

--

4.050ar : \$50:44 tumpte:

. TOKICOLOBY:

(b) (6)

Total and it would be a server of the server

CONTRACT TO SERVICE

-

ARMED PORCES INSTITUTE OF PATHOLOGY

WASHINGTON, D.C. 20305



ATTENT IDENTIFICATION PLEASE USE AFTE ACCESSION FRANC USIN SAN DIE RUSH

Chief, Laboratory Service U. S. Reval Sospital San Diego, California 92134

ADDRESS MEPL TO THE DIRECTOR

84 MAY 1971

COIPT MID REPORT OF PAYMOLOGY MATE

es: MAYSAFICIN, Norfolk, Virginia 23511 CNO, OP-05F, Washington, D. C. 20360

1. Afreraft sertiont 1-18, 167235 atr-to eround, erou

CONSCRIT: Slides, blacks and timese if available, are mended for completion of this case. Pending receipt of this natural this case has been reviewed and anded so tadteated shows.

FOR THE MERCTO":

CHAPLES J. STAFL Commender, MC, USA Chief, "Iltery Environmental Pathology Division

84-8

Examination and report by:

COR EDGENE J. COLANGELO, MC. USH/RRM

610218103

ARMED PORCES INSTITUTE OF PATHICLOSY



PATIENT MENTIFICATION PLEASE USE APID ACCESSION CARRISON, LARRY W 25/59 150/096 LT JG (b) (6) USINH SAN DIEGO CALIF 10 HAR 69 A69-64 A FROZEN TRUSH

Chief, Laboratory Service
U. S. Naval Hospital
San Piero, California 92134

CJS/EJC/ee

ADDRESS REPLY TO THE DIRECTOR ATTH: MEDEM - PT

24 MAY W

RECEIPT AND REPORT OF PATHOLOGY MATERIAL

CHO, OP-OSF, Westington, D. C. 20360

AFIP DIAGNOSIS:

1. Aircraft accident, E-18, 147235, air-to-ground, erov

CONTROL: Sliden, blocks and tionus, if available, are needed for completion of this case. Pending receipt of this material this case has been reviewed and coded, on indicated above.

FOR THE DIRECTOR:

Charles J. STAHL Commander, MC, USN Chief, Military Environmental Pathology Division

为 15 的现在分词的现在分词的现在分词的现在分词

84-8

Examination and report by:

CDR ENGENE J. COLANCELO, MC, USN/RRM

690218103

ARMED PORCES INSTITUTE OF PATHOLOGY WASHINGTON, D.C. 20205



PATIENT IDENTIFICATION PLEASE USE AFID ACCESSION PROPERTY ALL CORRESPONDENCE IN ALL CORR

TOUR HU

Chief, Laboratory fervice U. S. Naval Boopital San Diego, California 92134 CJR/EJC/00 ADDRESS REPLY TO THE DIRECTOR ATTH: MEDEN - PF

84 MAY 1971

RECEIPT AND REPORT OF PATHOLOGY MATERIAL

GE: MAYRAFEGEN, Norfolk, Virginia 23511V

AFIP DIAGNOSIS

1. Aircraft meeldent, E-IR, 147235, mir-to-ground, erov

COMMENT: Slides, blocks and tissue, if available, are meded for completion of this case. Pending receipt of this material this case has been reviewed and coded, as indicated above.

FOR THE DIRECTOR:

CHAMLES J. STAHL Commander, MC, USH Chief, "Hiltery Environmental Pathology Division

84-B

Examination and report by:

COR EUGENE J. COLANGELO, MC, USN/RRY

ICES MISTITUTE OF PATHOLOGY 690218103 WASHINGTON, D.C. 20006



PATIENT MENTIFICATION PLEASE USE APP ACCESS TARKEDSEN, EDWARD A LTJG (b) (6) USKH SAN DIEGO CALIF A69-61 A FROZEN T 10 MAR 69 LS RUSH

CJ8/SJC/ee

Chief, Laboratory Service U. S. Neval Mospital San Diego, California 92134 ADDRESS REPLY TO THE DIRECTOR ATTN: MEDEN .

T AND REPORT OF PATHOLOGY MATER

DE: NAVBAFSCEN, Morfolk, Virginia 23511 CRO, OP-05F, Washington, D. C. 20360

AFIP DIAGNOSIS

1. Afreraft sectiont, B-18, 147235, air-to-ground, pilot

COMMENT: Slides, blocks and tiesue, if svallable, are needed for completion of this case. Pending receipt of this natorial this case has been reviewed and coded, as indicated shove.

FOR THE DIRECTOR:

CHAPLES J. STARL Comender, Mr. FER Chief, Wiltery Environmentel Pathelor Mylafon

24-8

Exemination and report by:

COR EUGENE J. COLANGELO, MC, TREE/REM

ARMED PORCES METITUTE OF PATHELOGY WARMINGTON, D.C. 2006



BREWER. MELVIN D 27/69 1307094
LT JG USNR (b) (6)
USNM SAN DIECO CALIF
10 MAR 69 A69-62 A FROZEN T

VEUR WALLES

Chief, Leberatory Service U. S. Neval Mospital See Diego, California 92134

ADDRESS REPLY THITHE DIRECTOR

84 MY W

DECEMPT AND REPORT OF PATHOLOGY MATERIAL

RUSH

ca: MAYSAFECEN, Morfolk, Virginia 23511

AFIP BIAGNOSS: 1. Afreraft sections, E-In, 147735, air-to-pround, eremember

completion of this case. Pending receipt of this raterial this case has been reviewed and coded, as indicated above.

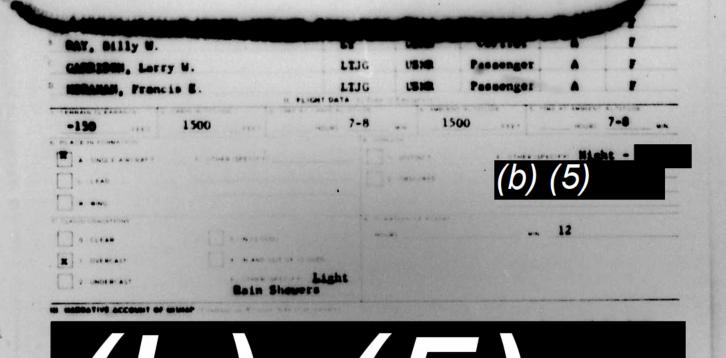
FOR THE DIRECTOR:

CHARLES J. STAWL. Commander, MC, USN Chief, Military Environmental Pathology Division

Exemination and apport by:

COR EUGENE J. COLANGELO, MC. USN/REM

84-B



ANTIQUEATION PLUMT A	TOP A/C ACCORDITY		ACCIDO THPICATED	m	0	See Section II o	OT STUDEN. STORY
	of activity)	S. 10. 0F DCCUPANY	C 04.1E		1. 1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.		
	MENT MICIDENT	5	18 1	ab 69	B1-8	1472	STATISTICAL COMPANY
MODEL STHEM A/E IF MIVOLVE	10		10. BUNK		11. NO. OF OCCUPANTS	12 00000	
Hone				•		19.	14
(Use Addition	MALS HWOLVED and Sheets of Required) First and Hoddle Instal)	14.	R. RATE	OF SERVICE	SUTY SALLET	MANEY COSE	District
LOT AT CONTROLS AT THE OF	Mark					74	-
D-PILOT							
		1. 25	EJG	-	Passaget	A	
DALLESM, Bird	Ed A.		-	+			
		M. PLIGHT DATA		(5		4	4
VENNER CLEANANCE 2	CADIN ALTITUDE	S. PLICET CAN'S	TUDE	A Aug		-	CONTRACTOR OF THE PARTY OF THE
-150	1500	HOURS	7-8		1500 reet		7-8
A - SMOLE AMCRAFT L - LEAD U - SMOLE	y - OTHER (SPECIFY)			2 - OBSCURED	(b)	(5)	
- CLEAR			HOL			- 12	
2 - UNDERCAST		OUT OF CLOUDS (SPECIFY)	-				

M. MARLATIVE ACCOUNT OF MINES (Continue on Reverse Side I) necessary

*

89. Ex				Cious		The second second	-
	1. MLD 2	· MODERATE	3-5EVER	Se. SHOCK			7 3 - SEVERS
manufact men		Asset Control of					
trauma to al	l body per			, , ,	:	\mathbf{H}	\mathbf{H}
(500 00040)	44.67		-		0	+++	
					•		
		_			_	111	+++
					- +	+++	
					c		
					•		
					_	+++	+++
					•		
					•		
I A VINE VINE	LEW	W. C.		W. M.	6		
Seet							
Booulte		-			-	+	
Beeries.		-			11000	+	
1							
	SUBMIT RESULTS OF			COVERY		DAILE IN	APPLICATION
DIAGNOSIS		PHYMEAL		Destruction for the latest the la	Charles and the last	AUTHORITY	9478
			-		-		3 Might
		 	++		-		
		1					
		The state of the s	Application of the contract of		-	W. Str.	
UST E F.FL	IGHT SURGEON	E 1 - AU1	OPSY REPORT	-2	555		
WST . 01	INE R	2. FEC	ZEM TISSUE		4 - FII	ED TIMUE	
T mu	BE FORWARDED	1					
	L. TOPOS YEAR A. TOPOS YEAR Beet La Beet La Beet La CHECK IF PERFORMED. FAT YIME OF BISHAP DIAGNOSIS DIST WIT V. OT WILL WILL	Erouse to all body par (See autopsy report) Dest Results Recults CHECK IF PERFORMED. SUBMIT RESULTS OF AT THRE OF MISHAP DIAGNOSIS DIST T - FLIGHT SURGEON MST V - OTHER WILL BE FORWARDED	L. TORRETTEN DE LE TROP DEL LE TROP DE	A. TIPLE VENEY REPORTS A. TIPLE VENEY REPORTS Results Results Results Parties or missiap DIAGNOSIS PRIVATE OF MISSIAP DIAGNOSIS PRIVATE OF MISSIAP OUST R F - FLIGHT SURGEON 11. MATERIAL SUBMITTED TO TO THER 12. FROZEM TISSUE	CHECK IF PERFORMED. SUBMIT WESLL TS ON SEPARATE SMEET. CHECK IF PERFORMED. SUBMIT WESLL TS ON SEPARATE SMEET. PAT THRE OF BISHAP DIAGNOSIS PHYSICAL CALL AUTOPSV RETHOD OF DISCOVERY ANNUAL SICK AUTOPSV PHYSICAL CALL AUTOPSV T. BATESMAL SUBMITTED TO AFFP. ST. V. OTHER V. OTHER USL 2. PROZEM TISSUE	C C C C C C C C C C C C C C C C C C C	C C C C C C C C C C C C C C C C C C C

1 - HOME 2 - MINOR 3 - MAJOR	X 4 - FATAL 3 - BISSING, LAND 4 - BISSING, WATER	7 - wstand,	, UNKNOWN	S. DAYS	IN QUARTERS		HOURS	
. DISPOSITION	150	EXPOSURE	T. Bearing	7	Se. \$400	_	2 - MODERATE	П
	mumes a	CHESTS BUSING HIS	- MODERATE	3 SEV		- mco [LEAVE THESE COM	3 - ME AEWE
	Terminology for Body Part.			DDIC, NAVI	ED P50027	101		
DIAGNOUS:	no trauma to		te			•		
CAUSE:	(See autops)	report)				C		
BODY PART:						•		
DIAGHOSIS:						0		10 1000
CAUSE:						C		
BODY PART:						1-1		
DIAGNOSIS:						1		1
CAUSE:			_			C P	+++	111
SODY PART:							+++	-
DIAGNOSIS:						6	+++	+++
BODY PART:						10	111	
DIAGNOSIS:						1	111	
CAUSE:					40,000	c		
LA STREET AND TO	A STATE OF THE PROPERTY OF THE PROPERTY OF	5, eg 140s	OWD	CLAN	DRAYORY DOM	G TEST	- 1	THE T
AL CONDL	Test					-	_	•
LACTIC ACID	Results		-		-	-	-	
OTHER IMPECIAL	- reserve				-		1	
E-SAY SENAL VI								
7.4511.5045.71	CHECK IF PERFORM	D. SUBMIT RESULTS O		Section 1 hours				
DISEASES DEFECTS PH	DIAGNOSIS		ANNUAL	SICK	AUTOPSY	-	AUTHORITY	DATE
(b) (6)	Official trails	11-11-11	PHYMCAL	CALL	-		CHARATEA	3 Aug 64
(10)								
. AUTOPSV CONDUCTED .	ı¥-		II. MATERIAL	-		_		
M . MILITARY PATE	OLOGIST TE	FLIGHT SURGEON	E 1- AU	-	RT	E 3.0	PICTURES	
						·	FIXED TISSUE	14
C - CIVILIAN PATH	OLOGIST	OTHER	☐ 1	ZEM TISSUE			THEO THEOE	
	HED WI	LL BE FORWARDED	1					

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, ILL. ENT OR GROUND ACCIDENT PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FAO. URS
OPHAY PORM 3798-9C (REV. 4-48) 5.16.0107-731-0301

REPORT SYMBOL 1798-7 See Section H of OPNA VINST 3750.6 PAGE 1 OF 2

INSTRUCTIONS: Complete on all occupants of aircraft, all impred persons, and all persons possibly con-tributing to the emize of the mishap. Supervisors factors attributed to persons not in the aircraft and such factors an design or neather should be reported only for the person in primary control of the aircraft. Fac-tors contributing to injury during modeus collisions, crush landings, distribugis, etc., are to be considered part of survival phase. I se codes at right to show only those factors present or contributing in each phase.

HASES OF MISHA

4 - Accident E - Escape S - Survival (includes parachute (redings)

PACTOR Unrost/stice
D - Definitely coatribused
S - Suspected factor
P - Condition present but
did not contribute to
accident or in jury

TATION

CONTINUED ON REVERSE MOR

TATEISTEL

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

MEDICAL OFFICER'S REPORT OF A. C. ACCIDENT, N. ENT OR GROUND ACCIDENT PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACALIRS
OPHAY PORM 3730/BC (REV. 4-60) S. N-0107-7-31-0201

REPORT SYMBOL 1780-7
See Section H of OPNAVINST 3750.6
PAGE 1 OF 2

PHASES OF MISSAS

A - Accident
E - Excupe
S - Survival includes parachute
P - Condin

R - Kescur

PACTOR WPOTAMICE

D - Definitely contributed

5 - Suspected factor

F - Condition present but
did not contribute to
accident or injury

INSTRUCTIONS: Complete on all occupants of accraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisors, factors attributed to persons not in the accraft and such factors as design or meather should be requested only for the person in primary control of the accraft. Factors contributing to injury during mediate collisions, stash landings, direktings, etc., are to be considered part of survival phase. Use codes at right to show only those factors present or contributing in each phase.

(b) (5)

CONTINUED ON REVERSE SIDE

Mante, Helvin D.

-

(b) (6)

E1-B

147235

ALLISIA

Aleisie

(b) (5)

REMARKS: (Indicate item and describe excumstances in actual as necessary.

(b) (5)

REFORT SYUBOL 1795-

969 4 _{wm.41}	<u></u>	REENLIS		4. GRADUATION 0. UNKNOWN
	<u></u>	DELAY E		
			MROUTE	e. Unic HOTEN
	G. M.L		-	
4 un.41	G. IN L			CITATION PLOTE
		AST 24 HOL	#s	5 H. IN LAST 48 HOURS 5
5 mm 30	C. M.L	457 24 HOL	ms 7hr	CALSTELL L. IN LAST 40 HOURS 16 3
-				
ши. 15	-			34
miss if or all persons	eli			
		ETED	ROLE"	"For rate in michap, use following ente:
PLACE TRAINING ACCOMPLISHED	March	You	MISHAP	e - NO IMPORTANCE
. Fla	Oct	1964	0	1 - TRAINING DEFINITELY MELPED 2 - TRAINING POSSIBLY MELPED 3 - LACK OF TRAINING DEFINITELY A FACT 4 - LACK OF TRAINING POSSIBLY A FACTOR 7 - UNKNOWN
֡	MIN. 15	MIN. 30 N. HOLI MIN. 15 P. TIME MINOS (For all personnel) ACCOMPLISHED Equal.	MIN. 30 N. HOLIRS CONTINUE. MIN. 15 P. TIME IN COCKE MING I For all personnel! ACCOMPLISHED COMPLETED Manch You	MIN. 30 N. HOURS CONTINUOUSLY A MM. 15 P. TIME IN COCRPIT PRIOR MINOS I For all personnel! COMPLETED ROLE* NO MISSAAP

MANUE BUND. | SERIAL NO. | SUND | 147235 | 147235

Information obtained from Mrs. Brewer (pilot's wife.)

(b) (5), (b) (6)

(b) (5), (b) (6)

emorandum

DATE: 19 FEB 19 9

FROM: SAFETY OFFICET, VAW-111, DET 20

SETTOR METER!, CONTAINER FLEET ATT SAIL DIEGO ACCIDENT BOARD

SUBJ : C O OTOLOGICAL LISTING OF E EL S P SCHOLLE ACCIDE

BL ICD. TOME . IF. (b) (6) UST

1045U 17 FE 19 9- BRIEFED FOR FLIG IT

1115U- MAINTED AIRCRAFT (RR 763, BUNO 147727)

2 1215U- LAUNCHED NAS MORTH ISLAND IN NOUTE USS KEA SARGE (CVS-33)

1235U- RETURNED MAS NORTH ISLAND DUE TO LOSS OF C.A.T. INDICATIONS ON POT ENGINE

1357U- IELAUNCIED IN A 703

1. 1 1500U- RECOVERED ABOARD USS KEARSA GE

D.) LT PREMER- TWO (2) DAT A RESUS

b) LIJG SPEYRER - TWO (2) DAY ARRESTS, ONE (1) FOUL DECK WAVE OFF . 2.5 2205H- PROOFED USS KEARSARDE ON FIRST NIGHT PERIOD (RR 704)

2205U- PECOVERED ABOARD USS KEA SAVON

e) LT BREWER- LANDINGS (NCHE)

b) LTJG HORAHAN- TWO (2) NIGHT ARRESTS, ONE (1) BOLTER

0006U 18 FEB 1909- LAUNCIED USS HEATSARGE ON SECOND NIGHT PERIOD (RR 704)

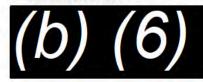
.7 0052U- RECOVERED ADOARD USS KEAUSANGE

a) LT BREMER- LANDINGS (NONE)

b) LITJG HO.A.AN- ONE(1) NIG T ARREST, TWO (2) BOLIERS

0230U- LAUNCHED USS KEARSARGE ENROUTE NAS NORT I ISLAND

authenticated



REPORT SYMBOL 3759-7 See Section II of OPNA VINST 3750.6 PAGE 1 OF 2

NOMENCLATURE AND MODEL DESIGNATION	/	E TABLE	MANAGE	80 AL	Indicate by code from list on reve
CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UMDERVEAR, ETC.)		1			
CORN FLIGHT SUIT	Y	Y	AS	AS	
LIGHT BOOTS (STEEL TOE)	Y	Y	AS	AS	
PH 6A MELMET (DUAL VISCE)	Y	Y	AS	AS	
LATER CLOTS	Y	. X	AS	AS	
OXYGEN MASK A13A TESUED	N	N			
ONVICEN REGULATOR HO-1 IN ATRICEAPT	Y	Y			
LIFE VEST 12-2	Y	Y			
LIFE MAFT PK-2 MK-4	Y	Y			
MANAT STORE TOTAL	N	H	+		
GHALLING DEVICES TARCE STONAL HIRROR	Y	Y			
IGNAL KIT MK 79 MOD O	Y	Y	-	-	
ROBE LIGHT	Y	Y	1		
15 MOD O FLARE (4)	Y	Y		-	
A DYE MARKER (4)	Y	Y	1	-	
COLL PLANNLIGHT, WHISTLE	Y	Y			
PRIVIVAL KIT (CONTAINER) SEEK 2, SV-1 VEST	Y	Y			
HER SURVIVAL GEAR SUMBURN OINDENT	Y	Y			
DE CHARRY 2	Y	Y			
FT SHOUD LINE	Y	Y			
OD PACKET, SPONGE SALTER HIT MK-2 TYPE 2 OT WATER STORAGE BAG EVIVAL EMIPS	Y	YYYY			
RESTRAINTS (LAP BELTS, SHOULDER HARMESS, LEG MESTRAINTS)		1		1	
PHILT PH MS22033-1 CHILDER MARKESS PHIS16068-1	Y	Y	AS	AS AS	
PARACHUTE TYPE MC3-R	Y	Y			
PARACHUTE CANOPY RELEASE	1	1		+ +	
ARACHUTE OPENING DEPLOYMENT DEVICESD-RING	Y	Y	+ 1	+	
THER SPECIFY	Y	Y	1		
		1			

There were no real problems - none of the equipment was used except clething and seat harness.

			CONTINUED ON REVERSE SIDE
NAME	SEMAL NO.	la c	BUNO
BREWER, Melvin D.	(b) (6)	E1-B	147235
		_	

- 01 NOT AVAILABLE-SUPPLY PROBLEM
- 82 NOT AVAILABLE-LEFT BEHIND
- 83 DISCARDED
- 84 LOST
- 05 DAMAGED-MINOR
- NOLAM-GED-MAJOR
- 97 BURNED-MINOR
- 66 BURMED-MAJOR
- OF DESTROYED BY EXTREME FORCE/FIRE
- 10 FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 OPERATED PARTIALLY
- 12 . DIFFICULTY LOCATING
- 13 BEYOND REACH
- 14 COMMECTION/CLOSURE DIFFICULTY
- IS COMMECTION/CLOSURE FAIL URE
- 16 RELEASE/DISCONNECT DIFFICULTY
- 17 RELEASE/DISCONNECT FAIL URE
- IS . INADVERTENT RELEASE DISCONNECT
- 10 HADVERTENT ACTUATION
- 20 ACTUATION DIFFICULTY
- 21 ACTUATION FAILURE
- 22 ACTUATED BY OTHER PERSON
- 23 RESTRAINT ATTACHMENT INADEQUACY
- 24 RESTRAINTS ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 IMPROPER USE (OTHER)
- 26 UMPANILIAR WITH USE
- 27 COLD HAMPERED USE

- 28 INJURY HAMPERED USE
- 20 . WATER HAMPERED USE
- M OTHER EQUIPMENT INTERFERED
- 31 DOMHING/REMOVAL PROBLEM
- 32 DISCOMFORT/BULKINESS
- 33 POOR FIT
- M LEAKED
- 35 MATERIEL DEFICIENCY
- 36 DESIGN DEFICIENCY
- 37 HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
- 38 ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
- 39 ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
- . DRAGGING (PARACHUTE ONLY)
- 41 HON-STANDARD CONFIGURATION
- 42 AIDED IN LOCATION/RESCUE
- 43 NOT EFFECTIVE IN LOCATION RESCUE (USED IN AREA OF SAR VEHICLES)
- 44 PREVENTED MINIMIZED INJURY
- 45 EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING INJURY
- 46 EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
- 47 FAILURE DELAY IN USING COMPROMISED SURVIVAL RESCUE
- M ALL CREW EQUIPMENT (CODE ONLY ONCE)
- ST MAINTENANCE INSTALLATION ERROR
- 30 PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
- SI EQUIPMENT DAMAGE -SELF INDUCED
- 12 EQUIPMENT FAILURE-SELF INDUCED
- O OTHER (SPECIFY)

ENT OR GROUND ACCIDENT

REPORT SYMBOL 2750.7 See Section H of OPNA VINST 3750.6

PAGE 1 OF 3

LOCATION III ANDCRAFT	C OTHER
A . COCKPIT OR PILOT'S COMPARTMENT	A STANDARD EMERGENCY GROUND EGRESS
2 MANIGATOR'S ENGINEER'S COMPARTMENT	1. UNDERWATER EGRESS NOT EJECTION
3. PASSENGERS' COMPARTMENT (SINGLE DECK)	3 DID NOT ESCAPE
4. PASSENGERS' COMPARTMENT (UPPER DECK)	4 ERIT UNASSISTED OTHER THAN STANDARD EMERG. GROUND EGRESSI
S. PASSENGERS' COMPANTMENT (LOWER DECK)	5 CARRIED ASSISTED OUT
B. OTHER COMPARTMENT	a scown thrown out
9. CÓMPARTMENT UNKNOWN	13
4. COMPARTMENT UNKNOWN	7 JUMPED FROM & C. AIRBORNE
LONGITUDINAL LOCATION C. LATERAL LOCATION	B. UNK NOWN IF ESCAPE ACCOMPLISHED
E I. FORWARD SECTION 2 CENTER	. ESCAPED, METHOD UMENOWN
2. CENTER SECTION SET 4 LEFT SIDE	3. INTENT FOR ESCAPE
3. AFT SECTION 5 RIGHT SIDE	1 INTENTIONAL 3 UNINTENTIONAL, MECHANICA
4. SECTION LINKNOON UNKNOON	2 UNINTENTIONAL SELF INDUCED 4 INTENT UNKNOWN
DIRECTION FACING E USE OF SEAT	4 EXIT USED
E I FORMANO O NOT IN SEAT	I MODULE ENT
2. APT I IN SEAT	2 EJECTED THROUGH CANOPY
3. SIDEMARD 2. BURK LITTER	3 EMERGENCY EAST
O UNKNOWN	5 COCKPIT CABIN CONSITION AFTER IMPACT
METHER OF ESCAPE (Note than one may apply)	& NO DAMAGE (OTHER THAN CANOPY LOSS ETC.)
1. ACCOMPLISHED (FREE OF AIRCRAFT) 2. ATTEMPTED (NOT ACCOMPLISHED) 3. SEAT EJECTED ON IMPACT (TERRAIN) 4. IMADVERTENT EJECTION	1 MINOR DAMAGE (DEFINITELY HABITABLE) 2 MEASONABLY INTACT (PROBABLY HABITABLE) 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE) 34 DESTROYED (DEFINITELY NOT HABITABLE)
7. UNKNOWN IF ATTEMPT WAS MADE	U * UNENGEN
. SUPPRITED EJECTION	6. ORDER OF ESCAPE / vr. Ind. rtr 1
E S. DEPRINTELY NOT ATTEMPTED	7 REATONS) FOR ESCAPE Here than one may apply?
BAILOUT	A FIRE EXPLOSION SMOVE G WATER IMPACT
1. ACCOMPLISHED IFREE OF AIRCRAFT!	B LOSS OF CONTROL H GROUND STRUCTURE IMPACT
2. ATTEMPTED (NOT ACCOMPLISHED)	C. ENGINE FAILURE J. LAUNCH FAILURE
3. SAILED OUT AFTER EJECTION ATTEMPT FAILED	D. FUEL EXHAUSTION . ARRESTMENT FAILURE
	E. STRUCTURAL FAILURE Y. OTHER
. UNKNOWN IF ATTEMPT WAS MADE	F MID. AIR COLLISION Z. UNK NOWN
. SUSPECTED BAILOUT	A CONTRACT CONTRACTOR
S. DEFINITELY NOT ATTEMPTED	
SEMAL NO.	CONTINUED ON REVERSE SIDE
The state of the s	
(b) (6)	

IAV PRIM SFSE/SF (Ros. 6-40) (Conti	1						WE 10
COMMINICATIONS PRIOR TO ESCAPE	10.				or make		_
1. DISTRESS SIGNAL TRANSMITTED 2. POSITION FIX TRANSMITTED 3. EMERGENCY IFF (MANUAL) 4. EMERGENCY IFF (AUTOMATIC) 9. LINKNOWN NUMBER OF PREVIOUS EJECTIONS EMERGENCY BAILOUTS OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.) TERRAM OF PARACHUTE LANDING OR CRASH SITE (Note than one may be applicable) A - OPEN SEA B - LARGE LAKE C - RIVER D - DEEP MATER, OTHER T - THROUGH TREES	0 FLAT	DOWN SPIN SPIN LATING S ING LING LING TOWNSTRAT S TION SEA N TORER	PIN SEAT PASSES	HO CO CO CO CO CO CO CO	DISMITEGRATION DISMITEGRATION MINISTED MUSHING LIMITHORN DITHER (DESCRIPTION TRAINING TRAINING	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	sterer,
F - DEEP SHOW G - THICK ICE H - MARSH SWAMP WUD W - IN INFAR FIREBALL U - MARD GROUND S DESERT	*Use codes heli • wo is	PORTANC	E MITE HELP	3 - LACK	OF TRAINING I	POSSIBLE	FACTOR
F - DEEP SNOW G - THICK ICE N - MARSH/SWAMP WUD T - IN NEAR FIREBALL U - MARD GROUND J - SOFT GROUND Z - OTHER	*L se riides heli	PORTANC NING DEFI	E NITE HELP IBLE HELP	3 - LACK	OF TRAINING !	POSSIBLE	PACTOR
F - DEEP SNOW G - THICK ICE N - MARSH/SWAMP WUD T - IN NEAR FIREBALL U - MARD GROUND J - SOFT GROUND Z - OTHER	*L se sudes held • NO in	PORTANC NING DEFI	E NITE HELP IBLE HELP	3 - LACK 8 - LACK 9 - TRAIN	OF TRAINING !	POSSIBLE	ractor.
F - DEEP SNOW G - THICK ICE N - MARSH/SWAMP WUD T - IN NEAR FIREBALL U - MARD GROUND J - SOFT GROUND Z - OTHER	*L se riides heli	PORTANC NING DEFI	E NITE HELP IBLE HELP	3 - LACK 6 - LACK • - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSMOLE (HOWN	PACTOR A
F - DEEP SNOW G - THICK ICE N - MARSH/SWAMP WUD L - SOFT GROUND T - OTHER EGRESS SUPPRO	*L se riides heli	PORTANC PORTANC NING DEFI	E NITE HELP IBLE HELP	3 - LACK 8 - LACK 9 - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOMM	FACTOR
F - DEEP SNOW G - THICK ICE G - THICK ICE N - MARSH/SWAMP WUD T - IN IN IN IN IN IN IN INTEREST THE BALL U - MARD GROUND T - UNKNOWN T - OTHER EGRESS DIPPICE D - Balance A - Alber	*Lise codes held #Lise codes	PORTANC NING DEFI	E NITE HELP IBLE HELP	3 - LACK 6 - LACK • - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSMOLE (HOWN	FACTOR D A
F - DEEP SNOW G - THICK ICE G - THICK ICE N - MARSH/SWAMP MUD R - IN INFAR FIREBALL R - IN INFAR FIREBALL L - SOFT GROUND T - UNKNOWN Z - OTHER EGRESS DIFFICE 1. BUFFETING	*L se codes held to se out to held to se out to held to se out to	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACK 6 - LACK 9 - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOMM	FACTOR D A
F - DEEP SNOW G - THICK ICE G - THICK ICE N - MARSH/SWAMP MUD N - IN IN IN ART FIREBALL U - MARD GROUND J - SOFT GROUND T - LINKNOWN Z - OTHER BEGRESS BIPPIO B - Bedres, D - Bering, A - Aller 1. BUFFETING Z G FORCES	*List index held to see the se	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACK 6 - LACK 7 - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSMBLE (NOMM	FACTOR 0 A
F - DEEP SNOW G - THICK ICE G - THICK ICE N - MARSH/SWAMP MUD N - IN IN FAR FIREBALL U - MARD GROUND J - SOFT GROUND T - LINKNOWN Z - OTHER BEGRESS BIFFROM B - Bedres, D - Bering, A - Allier 1. BUFFET THIG Z G FORCES 3. WINDBLAST	*L se codes held *L se codes	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACR 6 - LACR 7 - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSSIGNE (NOWN	FACTOR 0 A
F - DEEP SNOW G - THICK ICE G - THICK ICE N - MARSH/SWAMP MUD N - IN IN FAR FIREBALL U - MARD GROUND J - SOFT GROUND T - LINKNOWN Z - OTHER EGRESS BIPPIO B - Bolons, D - Busing, A - Allow 1. BUFFETING Z G FORCES J. WINDBLAST 4. MEAT PINS NOT REMOVED	*L THES Place & in appropriate One One One One One One One O	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACK 6 - LACK 7 - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSMBLE (NOMM	FACTOR 0 A
F - DEEP SNOW G - THICK ICE G - TH	*L se codes held *L se codes held * NO in 1 TRAN 2 TRAN 01 02 03 04 05	PORTANCE POR	E NITE HELP IBLE HELP	OI O	OF TRAINING OF TRAINING I	PACTOR POSMBLE (NOMN	FACTOR 0 A
F - DEEP SNOW G - THICK ICE G - TH	*L se codes held *L se codes held * No in 1 TRAN 2 TRAN 01 02 03 04 05 06	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 8 - LACE 9 - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSMBLE (NOMN	FACTOR 0 A
F - DEEP SNOW G - THICK ICE G - THICK ICE H - MARSH SWAMP WUD L - IN INFAR FIREBALL U - MARD GROUND J - SOFT GROUND J - SOFT GROUND L - DESERT J - DESERT	** the condex held ** the condex	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 8 - LACE 9 - TRAIN	OF TRAINING OF TRAINING I	PACTOR POSMBLE (NOMN	FACTOR D A
F - DEEP SNOW G - THICK ICE G - THICK ICE H - MARSH/SWAMP WUD D - MARD GROUND J - SOFT GROUND J - SOFT GROUND D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B - Bodons, D - During A - After B -	# the rodes held # 1 TRAIN 2 T	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 8 - LACE 9 - TRAIN 01 02 03 04 05 06 07 06	OF TRAINING OF TRAINING I	PACTOR POSMBLE (NOMN	FACTOR
F - DEEP SNOW G - THICK ICE G - THICK ICE H - MARSH/SWAMP WUD L - IN INFAR FIREBALL U - MARD GROUND J - SOFT GROUND J - SOFT GROUND L - UNKNOWN Z - OTHER EGRESS BIFFICE B - Bodon, D - Buring & - Allow B BUFFETING G FORCES J WINDBLAST A SEAT PINS NOT REMOVED S. DIFFICULTY LOCATING CANOPY JETT/SON WECHANISM 6. MAMPERED BY CLOTHING 7. MAMPERED BY EQUIPMENT (INCLUDE BODY ARMOR) 8. MAMPERED BY INJURIES 9. DIFFICULTY RELEASING CANOPY HATCH	# the rodes held	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 8 - LACE 9 - TRAIN 01 02 03 04 05 06 07 08	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOWN)	FACTOR
F - DEEP SNOW G - THICK ICE G - THICK ICE H - MARSH/SWAMP WUD L - IN INFAR FIREBALL U - MARD GROUND J - SOFT GROUND J - SOFT GROUND L - UNKNOWN Z - OTHER EGRESS BIFFICE B - Bodon, D - Buring & - Allow B - Bodon, D - Buring & - Allow B - Bodon, D - Buring & - Allow B - Bodon, D - Buring & - Allow B - Bodon, D - Buring & - Allow B - Bodon, D - Buring & - Allow B - Bodon, D - Buring & - Allow B - Bodon, D - Buring & - Allow B - Bodon, D - Buring & - Allow B - Buffering B - Buring & - Allow B - Buring B - Buring & - Allow B - Buring B - Buring & - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B - Buring B - Allow B - Buring B -	# the rodes held	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 8 - LACE 9 - TRAIN 01 02 03 04 05 06 07 08	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOWN 8 91 92 93 94 95 96 97 98	FACTOR
F - DEEP SNOW G - THICK ICE G - THICK ICE W - MARSH/SWAMP WUD R - IN INFAR FIREBALL U - MARD GROUND J - SOFT GROUND J - SOFT GROUND J - SOFT GROUND Z - OTHER EGRESS BIPPIC G - PORCES J. WINDBLAST 4. SEAT PINS NOT REMOVED S. DIPPICULTY LOCATING CANOPY JETT/SON WECHANISM 6. MAMPERED BY CL OTHING 7. MAMPERED BY CL OTHING 8. MAMPERED BY INJURIES 8. DIPPICULTY RELEASE CANOPY HATCH 10. PAILURE TO RELEASE CANOPY HATCH 11. DIPPICULTY LOCATING REACHING NORMAL EJECTION MECHANISM	# the rodes held	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 6 - LACE 7 - TRAIN 01 02 03 04 05 06 07 06 07 08 09 10	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOWN 8 91 92 93 94 95 96 97 98	FACTOR
F - DEEP SNOW G - THICK ICE G - THICK ICE D - MARD GROUND J - SOFT GROUND J - OTHER EGRESS SHPFICE G - PORCES J - WINDBLAST A - SEAT PINS NOT REMOVED S - DIPPICULTY LOCATING CANOPY JETT/SON WECHANISM A - MAMPERED BY CL OTHING MAMPERED BY CL OTHING MAMPERED BY HUJURIES B - DIPPICUL TY RELEASING CANOPY HATCH J - DIPPICUL TY RELEASE CANOPY HATCH J - DIPPICUL TY LOCATING REACHING NORMAL EJECTION MECHANISM J - DIPPICUL TY LOCATING REACHING NORMAL EJECTION MECHANISM J - DIPPICUL TY LOCATING REACHING ALTERNATE EJECTION MECHANISM J - DIPPICUL TY LOCATING REACHING ALTERNATE EJECTION MECHANISM J - SOFT GROUND J - SOF	# the rodes held # the	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 8 - LACE 9 - TRAIN 01 02 03 04 05 06 07 08 09 10 11	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOWN) 8 91 92 93 94 95 96 97 98 99 99 99 99 99 99 99 99 99 99 99 99	PACTOR
F - DEEP SNOW G - THICK ICE G - THICK ICE D - MARSH/SWAMP WUD T - IN INFAR FIREBALL T - SOFT GROUND J - SOFT GROUND J - SOFT GROUND J - SOFT GROUND T - UNKNOWN Z - OTHER EGRESS SNPFICE B - Bolons, D - Buring, A - Allow S - Broces J - WINDBLAST S - SEAT PINS NOT REMOVED S - DIPPICULTY LOCATING CANOPY JETT/SON WECHANISM MAMPERED BY CLOTHING MAMPERED BY HUJURIES DIPPICULTY RELEASING CANOPY HATCH S - BIPPICULTY RELEASING CANOPY HATCH S - FAILURE TO RELEASE CANOPY HATCH D - PRICULTY LOCATING REACHING NORMAL EJECTION MECHANISM J - DIPPICULTY LOCATING REACHING NORMAL EJECTION MECHANISM J - PACE CURTAIN FAILED TO ACTIVATE SEAT	# the rodes held # the	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 6 - LACE 7 - TRAIN 01 02 03 04 05 06 07 06 07 08 09 10 11	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOWN 8 91 92 93 94 95 96 97 98 99 91 11	PACTOR
F - DEEP SNOW G - THICK ICE G - THICK ICE D - MARSH/SWAMP WUD R - IN INFAR FIREBALL R - OTHER EGRESS DIPPIC D - Dolons, D - Dolons, A - Allow S - DOPFECH TY LOCATING CANOPY JETT/SON WECHANISM NAMPERED BY CLOTHING MAMPERED BY CLOTHING MAMPERED BY INJURIES DIPPICULTY RELEASING CANOPY HATCH S - DIPPICULTY RELEASING CANOPY HATCH S - DIPPICULTY COCATING REACHING NORMAL EJECTION MECHANISM L DIPPICULTY LOCATING REACHING ALTERNATE EJECTION MECHANISM J - PACE CURTAIN FAILED TO ACTIVATE SEAT S - FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC)	# t se codes held # t se codes	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 8 - LACE 9 - TRAIN 01 02 03 04 05 06 07 08 09 10 11 12 13 14	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOWN 8 01 02 03 04 05 06 07 11 12 13	PACTOR
F - DEEP SNOW F - DEEP SNOW G - THICK ICE G - THICK ICE D - MARSH/SWAMP WUD R - IN INFAR FIREBALL R - OTHER EGRESS DIPPRO B - Defices J - WINDBLAST B - SEAT PINS NOT REMOVED D - DIPPICULTY LOCATING CANOPY JETT/SON WECHANISM MAMPERED BY CLOTHING MAMPERED BY INJURIES DIPPICULTY RELEASING CANOPY HATCH M - FAILURE TO RELEASING CANOPY HATCH II. DIPPICULTY LOCATING REACHING NORMAL E JECTION MECHANISM J - DIPPICULTY LOCATING REACHING NORMAL E JECTION MECHANISM J - PACE CURTAIN FRILED TO ACTIVATE SEAT J - FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.) J - SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	# t se codes held # t se codes	PORTANCE POR	E NITE HELP IBLE HELP	3 - LACE 8 - LACE 9 - TRAIN 01 02 03 04 05 06 07 08 09 10 11 12 13 14	OF TRAINING OF TRAINING I	PACTOR POSMOLE (NOWN) 8 01 02 03 04 05 06 07 11 12 13 14	PACTOR

BOOMS SUPPLIES (Place X in margariese column) (Continued)			-		-	- 1	AYU				100	
BORES SIPPICULTIES (Place X in appropriate column) (Continued) B - Bulung B - Burtag A - After	- 19		•	A			•	A	- 1			A
19. COULD NOT OPEN CANDPY/HATCH	10			0	10		1.00		10			
M. DIFFICIALTY RELEASING RESTRAINTS					20							
21. DIFFICULTY REACHING MATCH/EXIT-DESTRUCTIONS	21				21				20			
22. DIFFICULTY REACHING HATCH/EAST-INJURIES	22				22	9			22			
23. DIFFICULTY REACHING MATCH/ERIT-A/C ATTITUDE	22				23				20	117		
	24				24	2.1			34		- 10	
24. DIPPICULTY REACHING NATCH/ENT-EQUIPMENT MANGUP 25. PHINED DOWN IN A/C (OTHER THAN EQUIPMENT MANGUP)	25			\Box	25				23			
36. CONFUSION/PANIC/DISORIENTATION	26				*			\neg	24			
	27		-		27				27			
27. DARKHESS-NO VISUAL REFERENCE	*	-	•		20							
38. PIRE/SMOKE/FUEL. 39. ANTHROPOMETRIC PROBLEM	77		-		,		1.7		7			
				\vdash	30	-						
38. PERSONAL EQUIPMENT FACTOR (OTHER THAN MANGUP)	30		-		31				31		\vdash	
31. UPPER EXTREMITIES MT COCKPIT STRUCTURES	12		-	\vdash	32		-		37			
32. LOWER EXTREMITIES MIT COCKPIT STRUCTURES	33		-	\vdash	33		-		33		\vdash	
33. MAN STRUCK CANOPY/CAMOPY BOW			-		- 3				10.0	-	\vdash	
36. STRUCK EXTERNAL SURFACE OF AIRCRAFT		-			14		-	-	34	-	\vdash	
26. PLAILING - UPPER EXTREMITIES		_	×	\vdash	35	-	-	-	35	-		-
26. PLAILING - LOWER EXTREMITIES		-	-		34		-		-	-	\vdash	_
37. DEOGLE SLUG SUMGING AT MAN	17	-	-	Н	37	-			27		\vdash	-
38. DROGUE SLUG STRUCK MAN		-	-	\vdash	10	-		-	*	-	\vdash	-
ID. MAIN STRUCK BY OTHER EQUIPMENT		1	17	-	30	-	m	1111	*		\vdash	_
d. MAN STRUCK OV SEAT								11/2				_
41. MEAT SEPARATION DIFFICULTY	41				41	1111	44	1111	41			_
Q. MAT/PARACHUTE ENTANGLEMENT	42			MA	42			_		27		
49. MAIN TANGLED IN CHUTE RISERS-MAJOR	- 4	m			43			_	40			_
44. MAN TANGLED IN CHUTE RISERS-MINOR	- 4	611		MA	44				*			_
46. PARACHUTE LIME OVER	45	100	877.	MA	45				45	-		_
MAN HELD ON TO SEAT		900			-				-			
47. TUNGLING/SPHONING	47				47				47			
4. PARACHUTE BID NOT OPEN		611			45				•			
M. PARACHUTE STREAMED			116									
S. MASVERTENT OPENING OF LAP BELT	10				50							
SI. PAILURE OF LAP BELT TO OPEN	31			2.00	51				51			
SI. MIRANING WATER	52				52				32			
10. COLO	53				33				53			
SA. LINCONSCIOUS/DAZED	м				34						9	
M. OTHER					**				**			

ADDRESS AD CONTINUETION: /heles each record with cade from above

1 - MONE 2	3 - WISSING, LAND	7 - ANSSING, UN	ME HOUSE	3. DAYS	GROUNDED _			
DISPOSITION	6 - MISSING, WATER	POSUME)); ;;	Sc. SHOCK			
7			MODERATE	3 SEVE	AE .	- MFD	2 - MODERATE	3 - 16 VERE
(Use Standard DOD 1	erminology for Body Part, Dia	enchis and Course of I	Injury) (See DD	DIC, NAVO	ED P5082.)		LEAVE THESE COLU	med BLANK
DIAGNOSIS:	me trauma to al	1 body par				D		111
CAUSE	(see autopsy re	eport)				C	+++	+++
BODY PART:								111
DIAGNOSIS:						0		1
CAUSE:						- c	+++	+++
BODY PART:						-	+++	1
DIAGNOSIS:						6	+++	+++
CAUSE:			_	_		1		
BODY PART:						0	+++	+++
DIAGNOSIS						6	+++	+++
CAUSE:				_		10	1	1
BODY PART:						0	+++	1 1 1
DIAGNOSIS:						1	1 1 1	
CAUSE:	A TISSUE YESTED	-	ISED I	C. LAR	RAYGRY DOIN		0. 8	SAY
CARBON MONORIDE	test							
ALCOHOL	tosults						-	-
DYHER (SPECIFY)	pending				-		-	-
The state of the s					-		4	
T-RAY BESULTS:	E CHECK IF PERFORMED.	SUBMIT RESULTS ON	SEPARATE SHEE	1.				
DISEASEL DEFECTS PRES			145	THOD OF	DISCOVERY		MAIVERS IAS A	
	DIAGNOSIS		PHYSICAL	CALL	AUTOPSY	DTHEN	AUTHORITY	DATE
NO.				-	-	-		
				-				-
				-	-	-		
				1	L			
ANTOPSY CONDUCTED BY			MATERIAL S	-		-	Season .	
	LOGIST X F-FL	IGHT SURGEON	X 1 - AUT	OP14 MEPO	et	X 1.0	CTURES	
M - MILITARY PATHO			[7	ZEN TISSUE		A	INED TISSUE	
M - MILITARY PATHO	ACUS	WE B	1 2. FRC					
	LOGIST T . OT	HER	[] 1. rac					

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, I EN PSYCHOPHY SIGLOGICAL AND ENVIRONMENTAL FACTURS OFMAY PORM \$730-9C (REV. 4-00) \$16-0107-731-8301 ENT OR GROUND ACCIDENT

REPORT SYMBOL 3798-7 See Section H of OPNAVINST 3750.6

PAGE 1 OF 2

THE SECOND

INSTRUCTIONS: Complete on all occupants of accretical injured persons, and all persons possibly contributing to the cause of the mishap. Supervisors factors attributed to persons not in the accretic and such factors as design or weather should be reported only for the person in primary control of the accretic Factors contributing to improve during indicate collisions, cash landings, distribugate or in the considered part of surceival phase. I see order at eight to show only those factors present or contributing in each phase.

PHASES OF WIMAP

A = Accident

E = Escape

S = Surescul (includes parachute

Pactor to perhand

D - Definitely cosminated

S - Suspected factor

P - Condition present but
did not contribute to
accident or injury R - Rescue FACYORS

CONTINUED ON REVERSE SIDE

MAY, Billy W.

SEMIAL NO. (b) (6)

E1-B

4 0

147235

OFICAY FORM 3750/DC (05Y, 4-0) (Cont.

PAGE 2 OF 2

(b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

(b) (5)

2. TOTAL YEARS OF FORMAL EDUCATION	18 years (YEATS COL	lege - no	degree

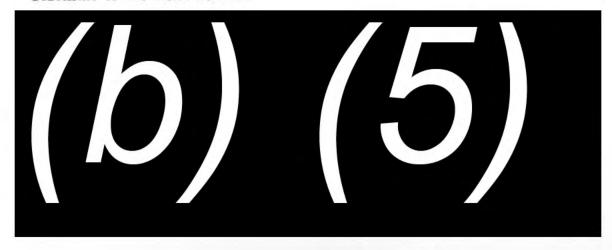
. DESCRIBE TYPE(S)

3. CHRONOLOGICAL ACCOUNT OF ACTIVITIES OF PREVIOUS 72 10085 | for all pilots, co-pilots, and of presons pursible contributing to makepit

See attached sheets

0

Statement of ENS James M. ALLEN

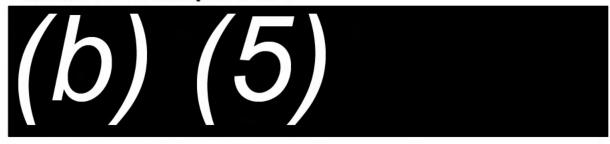


James M. ALLEN

authenticated

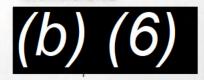
(b) (6)

Statement of LTJG Phillip W. KOKESH



P. W. KOKESH LTJG USNR

authenticated



Memorandum

DATE: 19 FEB 1969

FROM: SAFETY OFFICET, VAW-111, DET 20

TO : SENIOR FET EN, COMMANDER FLEET, AL. SAN DIEGO ACCIDENT HOARD

SUBJ : CHROMOLOGICAL LISTING OF EVENIS PRECEDING ACCIDENT

BILLY W. RAY, LT., (b) (6) USINE

1045U 17 FER 1909- PRIEFED FOR FLIGHT

1115U- MANNED AIRCPAFT (RR 761, 1400 147235)

1200U- LAUNC ED NAS NORTH ISLAND INROUTE USS KEARSARGE (CVS-33)

1645U- RECOVERED ABOARD USS KEARSARGE

a) LT. RAY- TWO (2) DAY ARRESTS, ONE (1) FOUL DECK WAVE-OFF

b) LTJG WILCOX- TWO (2) DAY ARRESTS, ONE (1) FOUL DECK WAVE-OFF
1930U- LAUNCHED USS KEARSARGE ON FIRST NIGHT PERIOD (RR 761, BUNG 147235)

2210U- RECOVERED ABOARD USS KEARSARGE

a) LT RAY- TWO (2) NIGHT ARRESTS

b) LTJG TARALDSON (FIRST CO-PILOT) - FOUR (4) NIGHT ARRESTS, ONE(1) BOLTER, TWO (2) TECHNIQUE WAVE-OFFS

c) LT CARLISLE (SECOND CO-PILOT) - THREE (3) NIGHT ARRESTS, ONE (1)

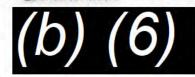
WAVE-OFF 0000U 18 FEB 1969- LAUNCHED USS KEARSARGE ON SECOND NIGHT PERIOD (RR-761)

0117U- RECOVERED ABOARD USS KEARSARGE A) LT RAY- LANDINGS (NONE)

b) LT CARLISLE- FOUR (4) NIGHT ARRESTS, ONE (1) BOLTER, ONE (1)

0230U- LAUNCHED USS KEARSARGE INROUTE NAS NORTH ISLAND

authenticated



JEHT OR GROUND ACCIDENT

REPORT SYMBOL 3790-7 See Section II of OPNA VINST 3730.0 PAGE 1 OF 2

MOMENCLATURE AND MODEL DESIGNATION	/	EGRAPHO ,	MARIE	80 A	PROBLEMS Indicate by code from list on reverse side.
I. CLOYHME (MAYE HEADGEAR, SHIDES, GLOVES, VISOR, UMBERWEAR, ETC.)	1	1	1		Transaction of code from most on tripleton man.
CORY PLICE SUIT	Y	Y	AS	AS	
FLIGHT BOOTS (STREE TOE)	Y	Y	AS	AS	
APH 6A MELDET (DUAL VISOR)	Y	Y	AS	AS	
LEATHER CLOVES	Y	Y	AS	AS	
D. ORYGEN MASK AT SA TESUED	N	N			
DETGENREGULATOR HD-1 IN AIRCRAFT	Y	Y		3.0	
L LIFE VEST ME-2	Y	Y	1000		
S. LIFE RAFT PK-2 HK-4	Y	Y			
A. SURVIVAL RADIO(S) MONE ISSUED	N	N	-		01
7. MOMALLING DEVICES TABLE STONAL MIRROR	Y	Y			
RIGNAL KIT MK79 MOD 0	Y	Y	1		
TROSE LIGHT	Y	Y	1	-	115511-
K 15 MOD O FLARE (4)	Y	Y	-	-	
IEA BYE MARKER (4)	Y	Y	1		
PYRO KIT (VERY PISTOL - 12 CARTR)	Y	Y	-		
CELL FLASHLIGHT, WHISTLE	1	+	1-	-	
SURVIVAL KIT (CONTAINER) SEEK 2, SV-1 VEST	Y	Y	+		
OTHER SURVIVAL GEARSINGERN OINTENT	Y	Y	-		
HARK CHASER 2	Y	Y	-		
SO FT SHOUD LINE	Y	Y	-	+	
POOD PACKET, SPONGE	Y	Y		+	
MESALTER KIT MK-2 TYPE 2	Y	Y		1	
S OT MATER STORAGE BAG	y	y		- 1	
O. RESTRANTS (LAP DELTS, SHOULDEN HARNESS, LEG NESSBAINTS	Y	Y			
		1.	1		
AP MELT PM ME22033-1	Y	Y	AS	AS .	
MOULDER MARKES PIES 16068-1	Y	Y	- 25	AS	
PARACHUTE-TYPE MC3-R	Y	Y	1	1	
2. PARACHUTE CANOPY MELEASE	1		1		
PARACHUTE OPENING DEPLOYMENT DEVICES D-RING	Y	Y			
HATTYPE SEAT PAN PHILIFF10419-1	Y	İ	1		
IS. OTHER (SPECIFY)	-	1			
		1	1	-	
		-	-1		

There were no real problems - none of the equipment was used except clothing and seat harness.

		CONTINUED ON REVERSE SIDE
SEMAL 80.	AC	BUND
(b) (6)	E1-B	147235
	(b) (6)	

- DI HOT AVAILABLE-SUPPLY PROBLEM
- 02 MOT AVAILABLE-LEFT BEHIND
- M . DISCARDED
- 04 LOST
- 05 DAMAGED-MINOR
- 84 DAMAGED-MAJOR
- 87 BURNED-MINOR
- SO BURNED-MAJOR
- . DESTROYED BY EXTREME FORCE/FIRE
- 10 FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 OPERATED PARTIALLY
- 12 DIFFICULTY LOCATING
- 13 BEYOND REACH
- 14 COMMECTION/CLOSURE DIFFICULTY
- 15 CONNECTION/CLOSURE FAIL URE
- 14 RELEASE DISCOMMECT DIFFICULTY
- 17 RELEASE DISCOMMECT FAILURE
- 18 MADVERTENT RELEASE DISCOMMECT
- 10 INADVERTENT ACTUATION
- 20 . ACTUATION DIFFICULTY
- 21 ACTUATION FAILURE
- 22 ACTUATED BY OTHER PERSON
- 23 RESTRAINT ATTACHMENT INADEQUACY
- 34 . RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 HIPROPER USE (OTHER)
- 24 UNFAMILIAR WITH USE
- 27 COLD HAMPERED USE

- 26 INJURY HAMPERED USE
- 29 WATER HAMPERED USE
- 30 OTHER EQUIPMENT INTERPERED
- 31 DOWNWIG/REMOVAL PROSLEM
- 32 DISCOMFORT/BULKINESS
- 33 POOR FIT
- M . LEAKED
- 35 MATERIEL DEFICIENCY
- M DESIGN DEFICIENCY
- 37 HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
- M ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
- 39 ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
- 40 DRAGGING (PARACHUTE ONLY)
- 41 NON-STANDARD CONFIGURATION
- 42 AIDED IN LOCATION/RESCUE
- 43 NOT EFFECTIVE IN LOCATION RESCUE (USED IN AREA OF SAR VEHICLES)
- 44 PREVENTED MINIMIZED INJURY
- 45 EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING HUURY
- 46 EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
- 47 FAIL URE DELAY IN USING COMPROMISED SURVIVAL/RESCUE
- M . ALL CREW EQUIPMENT (CODE ONLY ONCE)
- # MAINTENANCE INSTALLATION ERROR
- SO PROBLEM EXPERIENCED BY OTHERSIN ACTUATION/RELEASE OF EQUIPMENT
- SI EQUIPMENT DAMAGE-SELF INDUCED
- 52 EQUIPMENT FAILURE-SELF INDUCED
- 10 OTHER (SPECIFY)

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, IN ... ENT OR GROUND ACCIDENT ESCAPE - EGRESS CHIPLETE FOR ALL INSTRUMENTS OF CHIP STYLES OF CHIP. 440 S. THOSOFFIZIONS

Ser Section H of OPPLA VINST 3756.6

1. LOCATION IN ANCHAFT		6 05455	PAGE 1 OF 1
A E 1. COCKPIT OR PILOT'S COMPARTMENT		A STANDARD EMERGENCY	CANUMA PARAMA
2. MAVIGATOR'S ENGINEER'S COMPARTMENT	- 1	1 UMDERWATER EGRESS IN	
3. PASSENGERS' COMPARTMENT (SINGLE DECK)		E 3 DID NOT ESCAPE	INT EJECTION)
4. PASSENGERS' COMPARTMENT (UPPER DECK)	1/1	=	
3. PASSENGERS' COMPARTMENT (LOWER DECK)			THAN STANDARD EWERG, GROUND EGRESS!
8. OTHER COMPARTMENT		S CARRIED ASSISTED OUT	
COMPARTMENT UNK MOME		. BLOWN THROWN OUT	
		7 JUNEO FROM A. C (AIRBO	Ofme)
LONGITUDINAL LOCATION C. LATERAL L.	OCATION	B. UNKNOWN IF ESCAPE ACC	OMPL ISHED
I FORMAND SECTION 2. CENTER		. ESCAPED, METHOD UNKNO	New 1
3 CENTER SECTION . LEFT SID	. 5	MTENT	FOR ESCAPE
3. AFT SECTION E 5 RIGHT SIG	ie .	I INTENTIONAL	1 UNINTENTIONAL, MECHANICAL
SECTION UNKNOWN . UNKNOWN		2 UNINTENTIONAL, SELF INC	
D. DIRECTION FACING E USE OF SEAT			TUSED
■ 1. FORWARD 0 NOT HI SE	_		
12 MT		1 MORMAL ERIT	B OTHER
3. MOEWARD 2 BUNK LIT		2 EJECTED THROUGH CANOP	T UNENDON
Π		3 EMERGENCY ENIT	
ALTHOUGH ENCAPE (Nore than tine mer oppl	3.	COCKPIT CASH CO	INTION AFTER IMPACT
A. EJECTION	5,1	B NO DAMAGE (OTHER THAN	CANOPY LOSS, ETC.)
1. ACCOMPLISHED (PREE OF AIRCRAFT)		1 MINOR DAMAGE DEFINITEL	Y HABITABLE!
2 ATTEMPTED (NOT ACCOMPLIMED)		2 REASONABLY INTACT (PROE	SABLY HABITABLE)
3. MAT EJECTED ON IMPACT (TERRAIN)	- 1	3. MAJOR DAMAGE IPROBABLY	NOT HABITAGLE
4. MADVERTENT EJECTION	110	R & DESTROYED DEFINITELY M	OT HABITABLE)
7. UNKNOOM IF ATTEMPT WAS MADE		- UNIT NOWN	
		ODDE OF THE	APE (Ist. 2nd. etc.)
e. Superies exertion	7		
C. DEPRINTELY NOT ATTEMPTED			(More than one may apply)
BAILDUT		A. PIRE EXPLOSION SMOKE	G WATER HAPACY
1. ACCOMPLISHED (FREE OF AIRCRAFT)	10%	. LOSS OF CONTROL	H GROUND STRUCTURE HEACT
2. ATTEMPTED (NOT ACCOMPLISHED)	1	C. ENGINE FAILURE	J. LAUNCH PAILURE
3. SAILED OUT AFTER EXECTION ATTEMPT FAILED		D. PUEL EXHAUSTION	E. ARRESTMENT FAIL URE
7. UNKNOWN IF ATTEMPT WAS MADE		E. STRUCTURAL FAILURE	T. OTHER
. MIPECTED BANGUT		F. MO-AIR COLLISION	2. UNIT NOTE
. DEFINITELY NOT ATTEMPTED			
			And the second second
	AL NO.	A.C	CONTINUED ON REVERSE NDE
BAY, BILLY W.	b) (6)	E1-3	147235

R OF ESCAPE	APT ATTITUDE AT TIME OF ESCAPE	AVE		PORM 3750/OF (Rev. 4-00) (Conti	-
			OR TO EXCAPE	COMMUNICATIONS (
Source St. Post	er creak, detching, otc.)	Either in flight or		1. DISTRESS SIGNAL TRANSMITTE	Г
SE DOWN DE	MOSE DOWN	HOSE UP		i	7
FT BANK O DE	LEFT BANK	RIGHT BANK		2 POSITION FIX TRANSMITTED	L
	= =			3 EMERGENCY IFF IMANUAL!	1
DISINTEGRATION	F. DISINTEGRATION	A NOSE DOWN		4 EMERGENCY IFF ANTOMATIC	r
INVERTED	G INVERTED	O FLAT SPIN		14 THE POEMCY OF ANY OWNER.	1.
				. UNENGWN	
MUSHING	SPIN . MUSHING	C OSCILLATI		• NONE	L
LINK NOWN	Z. UNKNOWN	D POLLING			
	V. OTHER (DESCRIBE)	H	ENIONS	MANGER OF	
		E TUMBLING	ENGENCY BAIL OUTS 0	IECTIONS 0	
THES STORY	t and level into slope	straig	A CONTRACTOR OF THE PARTY OF TH	THER PARACHUTE JUMPS TRAINING	
TE TRANSME	CTION SEAT PARACHUTE TRAINING	· ·			
o opportunity to escape)	for passengers who had no apportunity to escape)	Not require	SHOWING ON CRASH SITE	TERRAM OF PARACHUTE	_
		TYPE OF TRA	4	have then over must be applicable.	11
		ECTUPES DEMONS	# NUIS DING	A OPEN SEA	1
		TRAINING FILMS	1 1 FL GHT DECK	H LANGE LAVE	r
	EAT .	UNARMED EJECTION	100	7	ı
		ARMED SEAT ON TO	# DENSE #0005	C RIVER	1
		JUMP SCHOOL	N IN THEES	D DEEP WATER DINER	1
		PARASAIL TRAINING	1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	J 10 Will and 10 Co.	L
		OTHER SPECIFY	T THROUGH TREES	F SHALLOW MATER	
			PAVINE STEEP SLOPE	F DEEP SNOW	1
	dicate role training placed in this miskap.		T o BOCKS		
		. NO IMPOR	1 9 4000	G - THICK ICE	ı
			W IN NEAD FINERAL!	H - MARSH SWAMP MUD	1
INING ROLE OFFICE	DSSIBLE HELP 9 TRAINING ROLE UNKNOWN	7 THAINING	1 I variet	<u> </u>	1
			1	M - HAND GROUND	1
			T - Che NOWN	1 SOFT GROUND	1
			1 Tr atmen		
			* 4		
-A118			EGRESS DIFFICULTI		
DA				B - Belore, D - Buring, A - After	
01	X	01		BUFFETING	
02	B 02	02		2 G FORCES	
114112 01	01 01	01		1. WHIDBLAST	
04	+ - "+ + + - :h-	94		4. SEAT PINS NOT REMOVED	
01		05	ÉTISON ME CHANISM	5. DIFFICULTY LOCATING CANON	
06		06		. HAWERED BY CLOTHING	
		۰,٠	DE BODY ANNOW	7. HAMPERED BY EQUIPMENT (INC	
		oe .		. HAMPERED BY INJURIES	
		09	HATCH	. DIFFICUL TY RELEASING CANDI	
10		٠٠,		10. FAILURE TO BELLASE CANOP	
+-+		111	G NORMAL EJECTION MECHANISM	11. DIFFICULTY LOCATING REAC	
12		. 17.	GALTERNATE EJECTION MECHANIS	12. DIFFICUL TY LOCATING REAC	
+ + - "-		13		IS. FACE CURTAIN FAILED TO AC	
"			and the second second second second	14. FACE CURTAIN PROBLEM LO	
15	121	15	D TO AL TIVATE SEAT	15 SEAT PAN FIRING HANDI ! IA	
-	12	13	G ALTERNATE EJECTION MECHANIS ATE SEAT ING. REACHING, ETC.	12. DIFFICULTY LOCATING REAC 13. FACE CURTAIN FAILED TO AC 14. FACE CURTAIN PROBLEM LO	

17. CANOPY JETTISON PROBLEM

18. CAMOPY JETTISON FAILURE IAUTOMATIC MEANS!

GRESS BIPPICIA THES (Place & in appropriate column) (Continued)		-	1 / 15	_		_				-	MOE I	OF 3
B - Bolon; D - During: A - After			•	A			ATE	•		-	-	-
19. COULD NOT OPEN CANOPY/HATCH	10				10		-	-		-	-	^
31. DIFFICULTY RELEASING RESTRAINTS					20				10		-	-
21. DIFFICULTY REACHING HATCH/ERIT-DESTRUCTIONS	21				21			-	*		-	-
22. DIFFICULTY REACHING MATCH/EXIT-INJURIES	n			-	22	-	-	-	"	-	-	-
23. DIFFICULTY REACHING HATCH/EXIT-A/C ATTITUDE	23	-	-	-	23	-		-	22	-	-	-
24. DIFFICULTY REACHING MATCH/EXIT-EQUIPMENT HANGUP	24				24	-			23	-	-	-
25. PHINED DOWN IN A'C (OTHER THAN EQUIPMENT HANGUP)	25		_		25	-	-	-	24	-	-	_
26. CONFUSION/PANIC/DISORIENTATION	26	-	-	-	20	-			25		-	-
27. DARKNESS-NO VISUAL REFERENCE	27	×			1		-	-	26	-	-	-
30. FIRE/SMOKE/FUEL	20		X.		27	-	-		27	-	-	_
29. AMTHROPOWETRIC PROBLEM	70	-	-		20			-	20	-	-	_
M. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	»		-		1	-	-		20	-	-	_
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31	-	_	-	30	-		-	30	-	-	_
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32	-	-		32		-	-	31	-		
33. MAN STRUCK CANOPY CANOPY BOW	33		-	-	1		-	-	32	-	-	-
M. STRUCK EXTERNAL SURFACE OF AIRCRAFT	24	-	- 1		32	-	-		33	+		
IS. FLAILING . UPPER EXTREMITIES	35	-	_ +		35	+	+		34	+		-
06 FLAILING - LOWER EXTREMITIES			-	-	-	-+	+	-	35	-		-
37. DROGUE SLUG SWINGING AT MAN	27		-		37	-			36	-+	-	
16. DROGUE SLUG STRUCK MAN	30	-	-		1	-+			37	+	-	
W. MAN STRUCK BY OTHER EQUIPMENT	30		-		38	+	-		30	-	-	
ID. MAN STRUCK BY SEAT		11/1	110	77		nh	77	777	*	-	-	
II. SEAT SEPARATION DIFFICULTY			11/1	10	40			12	**	-	-+	
SEAT. PARACHUTE ENTANGLEMENT	9		110	200	*	24	244	114	*1	+	-	_
IS. MAN TANGLED IN CHUTE RISERS-MAJOR	9			6/4	42	-+-			42	-+	-	_
MAN TANGLED IN CHUTE RISERS-MINOR	4			100	43	-+	+	-	43	+	+	
IS. PARACHUTE LINE OVER	45			20	*	-+	+	-	-	+	+	-
M. MAN HELD ON TO SEAT	1		93	23	45	+	-	-	**	+	-+	_
IV. TUMBLING/SPINNING	*		40	68	*				46	+	-+	-
B. PARACHUTE DID NOT OPEN		243		24	**	-+-		-	**	+	+	-
PARACHUTE STREAMED			337	24	*	+	-	-	-	+	-	
B. IMADVERTENT OPENING OF LAP BELT	30			1	**	-+-	+			-	-	_
I. FAILURE OF LAP BELT TO OPEN	31	2.40			50	+	-		*	+	-	_
2. MIRUSHING WATER	52		-+-	-	31	+	+	-	31	-	+	-
1. COLD	52	-			52	-	+	-	52	-	-	
4. UNCONSCIOUS/DAZED	54	+	+	-	53	-	+	-	53	-	-	
S. OTHER		-	-		90			-	-	-	-	_

RAY, Billy W. Senal No. (b) (6) 21-B 147235

2 - mmon [4 - PATAL 3 - MISSING, LAND	7 - 00550	NG, UNKNOWN	4.0	AYS HOSPITAL AYS IN QUARTI AYS GROUNDES			
3 - MAJOR	6 - MISSING, WATER			3.0	HCONSCIOUS _	-	HOURS	
Se. DIPOSITION	96. €	XPOSUME			Sc. 500	DCK		
		1-MLD	2 - MODERATE	☐ »;×	-	1 - MLD	2 - MODERAT	п П
(Use Standard DOD Te	reseasory for Body Part, Di	UNDER BURNE WI	map a of farm 1 /5-	DDDC AA				and the same of
. BODY PART				DUDIC, NA	VWED P5002.	-	LEAVE THESE	COLUMNS BLANK
	reme Trauma t	o all bod	y parts.					
CAME:	(See autopsy	report)				C		
DIAGNOSIS:								
CAUSE:						•		
. GODY PART:						c		
DIAGNOSIS:								
CAULE:						0		
BODY PART:						1:		
DIAGNOSIS:						0	+++	
CAUSE						c	+++	1
DIAGNOSIS:								
CAUSE:						•		
L' MINIAMENT	A. VISSUE VESTED	I. ME YHO	D LINED	C. LA	DMAYGRY BOX	c		
AL CONDL	Test					1541	-	BILL
LACTIC ACID	Results					-		
STHER ISPECIEVE	Pending				-			
F-SAV GENELYS								
1	CHECK IF PERFORMED. 1	HOMET RESULTS O	N SEPARATE SHE	17.				
ONSEASES DEPECTS PRESENT	AT THE OF MISHAP DIAGNOSIS		ANNUAL	THOD OF	DISCOVERY		MAIVERS IAS	APPLICABLE
None			PHYMCAL	SALL	Autopsy	-	AUTHORITY	DATE
				1				
			-	1		-		+
								-
ANTEPST COMDUCTED BY			11. MATERIAL S	-	0 4510			
M - MILITARY PATHOLOGI	ST X F. FLIG	MT SURGEON	E 1-AUT	OPSY REPO!		E 3.0		
	т Пу.оты					1		
C . CIVILIAN PATHOLOGIS			2. 580	ZEM TISSUE		E 4 . FI	MED TISSUE	
C - CIVILIAM PATHOLOGIS		FORWARDED	1					

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, (ENT OR GROUND ACCIDENT PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS OPINAY PORM 3790-0C (REY. 448) 5 N-0107-731-0301

REPORT STHEEL 3798-7 See Section H of OPNAVINST 3750.6 PAGE 1 OF 2

INSTRUCTIONS: Complete on all occupants of aircraft, all injured persons, and all persons possibly contributing to the cause of the mishap. Supervisors factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Factors contributing to injury during mishair collisions, crash fundings, distribuging to agree to be considered part of survival phase. I see order at right to show only those factors present or contributing in each phase.

Phisps of mina A - Accident E - Escape S - Survival (includes parachute

R - Rescur

PACTURE REPORTANCE
D - Definitely contributed
5 - Suspected factor
P - Condition present but
did not contribute to
accident or injury

moram, Prancis E.

(b) (6)

B1-B

147235

(b) (5)

L ROLE OF THIS INDIVIDUAL IN THE CAU A. PRIMARY	62 OF THE MINN	P: B. CONTRIBUTING			_		
1. DEFINITE 2. PROBABLE	1. POSSIBLE	A DEFINITE	S. PROBABLE	a. POSSIBLE	D.	. HOME	4. MENDIN
1. BACKEROUND (Complete for all pilots on	d retern who person	bly contributed to mishap!					
A. DATE LAST LEAVE EMDED			B. DAYS DE	RATION LAST L	EAVE		
I. ORDMARY	1 2 tate		П.	ENLISTMENT		10.	distribution in
	10,4	VEHICT .	15			17.	GRADUATION
S. SICK OR CONVALESCENT				LAY EMPOUTE			PHEHOMA
D. DATE OF LAST PREVIOUS FLIGHT	MUTES PLOW		-			des FLORE	
E. IN LAST 24 HOURS MIN	F. M LAST & H	OURS MIN	G. IN LAST	34 HOURS			40 HOURS
	J. IN LAST 40 H	ours we	K. MLAST	N HOURS	***	L. IN LAST	AL MOURE
E. CONTINUOUS DUTY PRIOR TO MISHAP		***		ON TINUOUSLY	-		an reports
D. DURATION OF LAST SLEEP PERIOD		ANN.		OCKPIT PRIOR		10	HOURS
M. PHYMOLOGICAL, LOW PRESSURE CHAI	34404	THE PERSON NAMED AND ADDRESS OF THE PERSON NAMED AND ADDRESS O					
1 0000000000000000000000000000000000000	4.4.2.4	COLORS CARRESTON AND A	COMPLETE	D BOFE,	* For role :	a mirkey, air f	ollowing code:
TYPE TRAINING ACCOMPLISHED PLACE TRAINING ACCOMPLISHED		Manch Y	- MISHAP		PORTANCE	22° (47° (2)	
7 - 2					1 - TRAIN	ING DEFINITE	LY HELPED
1					2 - TRAM	ING POSSIBLY	HELPED
1			1 1		3 - LACK	OF TRAINING	DEFINITELY A FACTOR
1	1					y	POSSIBLY A FACTOR
	1		1	-	9 - UNKNO	78N	
. ANTHROPOMETRIC DATA						- 300	
4044			b. HEIGHT		INCHES	. WEIGHT	POU
DATE OF BIRTH: DAY	MONTH	YEAR	a. maioni	-	- money		
	MONTH	. TRUME MEIGHT	_	- NCHES	1	OHAL REACH	- MCI
				MCHES	I. FUNCTI	1 (12 F)(5111)	- MC
. SYTING HEIGHT	MICHES	o. TRUME MEIGHT N. LEG LENGTH pulmes reputates, and or other	=	- NCHES	I. FUNCTI	OHAL REACH	mc
. SYTING HEIGHT	MICHES MICHES MICHES	o. TRUME MEIGHT N. LEG LENGTH pulmes reputates, and or other	=	- NCHES	I. FUNCTI	OHAL REACH	mc
. STYING HEIGHT	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH pulmes reputates, and or other	=	- NCHES	I. FUNCTI	OHAL REACH	mc
. SUTTING HEIGHT - BUTTOCK-KINEE LENGTH - COMBRAL . MULIBER AND TYPE OF PRIOR WISHAPS R. Mo. . TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	OMAL BEACH	mc
. SUTTING HEIGHT - BUTTOCK-KINEE LENGTH - COMBRAL . MULIBER AND TYPE OF PRIOR WISHAPS R. Mo. . TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	OMAL BEACH	mc
. SUTTING HEIGHT - BUTTOCK-KINEE LENGTH - COMBRAL . MULIBER AND TYPE OF PRIOR WISHAPS R. Mo. . TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	ONAL BEACH	mc
. SUTTING HEIGHT - BUTTOCK-KINEE LENGTH - COMBRAL . MULIBER AND TYPE OF PRIOR WISHAPS R. Mo. . TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	ONAL BEACH	mc
L SYTIMG HEIGHT - BUTTOCK-RINEE LENGTH - COMBRAL - MINISER AND TYPE OF PRIOR WISHAPS - No	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	ONAL BEACH	mc
L SYTIMG HEIGHT - BUTTOCK-RINEE LENGTH - COMBRAL - MINISER AND TYPE OF PRIOR WISHAPS - No	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	ONAL BEACH	mc
L SYTIMG HEIGHT - BUTTOCK-RINEE LENGTH - COMBRAL - MINISER AND TYPE OF PRIOR WISHAPS - No	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	ONAL BEACH	mc
L SYTIMG HEIGHT - BUTTOCK-RINEE LENGTH V. COMBRAL 1. MANDER AND TYPE OF PRIOR WISHAPS N. Ma. 1. TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	ONAL BEACH	mc
L SYTIMG HEIGHT - BUTTOCK-RINEE LENGTH - COMBRAL - MINISER AND TYPE OF PRIOR WISHAPS - No	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	I. FUNCTI	ONAL BEACH	mc
L STYME HEIGHT	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	. FUNCTI	ONAL BEACH	mc
L. SITTING REIGHT - BUTTOCK-EMEE LENGTH V. COMBRAL 1. MANDER AND TYPE OF PRIOR WISHAPS N. Ma. 1. TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. TRUME MEIGHT N. LEG LENGTH relies - regulars, and or other in TYPE(S):		PACHES	. FUNCTI	ONAL BEACH	mc
L. SITTING REIGHT - BUTTOCK-EMEE LENGTH V. COMBRAL 1. MANDER AND TYPE OF PRIOR WISHAPS N. Ma. 1. TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. YRUNK MEIGHT N. LEG LENGTH relies - regulars, and or other is: TYPE(S)-		PACHES	. FUNCTI	ONAL BEACH	mc
L SYTIMG HEIGHT - BUTTOCK-RINEE LENGTH V. COMBRAL 1. MANDER AND TYPE OF PRIOR WISHAPS N. Ma. 1. TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. YRUNK MEIGHT N. LEG LENGTH relies - regulars, and or other is: TYPE(S)-		PACHES	. FUNCTI	ONAL BEACH	mc
. SUTTING HEIGHT - BUTTOCK-KINEE LENGTH - COMBRAL . MULIBER AND TYPE OF PRIOR WISHAPS R. Mo. . TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. YRUNK MEIGHT N. LEG LENGTH relies - regulars, and or other is: TYPE(S)-		PACHES	. FUNCTI	ONAL BEACH	mc
. SUTTING HEIGHT - BUTTOCK-KINEE LENGTH - COMBRAL . MULIBER AND TYPE OF PRIOR WISHAPS R. Mo. . TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. YRUNK MEIGHT N. LEG LENGTH relies - regulars, and or other is: TYPE(S)-		PACHES	. FUNCTI	ONAL BEACH	mc
. STIME HEIGHT . SUTTOCK-KINEE LENGTH . COMMENT MUMBER AND TYPE OF PRIOR WISHAPS R. Ma TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. YRUNK MEIGHT N. LEG LENGTH relies - regulars, and or other is: TYPE(S)-		PACHES	. FUNCTI	ONAL BEACH	mc
. STYME HEIGHT . SUTTOCK-KNEE LENGTH . COMMEN MUMBER AND TYPE OF PRIOR WISHAPS R. Mo TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. YRUNK MEIGHT N. LEG LENGTH relies - regulars, and or other is: TYPE(S)-		PACHES	. FUNCTI	ONAL BEACH	mc
. STIME HEIGHT . SUTTOCK-KINEE LENGTH . COMMENT MUMBER AND TYPE OF PRIOR WISHAPS R. Ma TOTAL YEARS OF FORMAL EDUCATION	MCHES MC	o. YRUNK MEIGHT N. LEG LENGTH relies - regulars, and or other is: TYPE(S)-		PACHES	. FUNCTI	ONAL BEACH	mc
. SUTTING HEIGHT - BUTTOCK-KINEE LENGTH - COMBRAL . MULIBER AND TYPE OF PRIOR WISHAPS R. Mo. . TOTAL YEARS OF FORMAL EDUCATION	BICHES BI	o. YRUNK MEIGHT N. LEG LENGTH relies - regulars, and or other is: TYPE(S)-	e persons in subject	PACHES	. FUNCTI	ONAL BEACH	PELTOID) PIC

JEHT OR GROUND ACCIDENT

REFORT SYMBOL 3798-7 See Section H of OPNA VINST 3750.6 PAGE 1 OF 2

HOMENCLATURE AND MODEL DESIGNATION	/	EGUREO N	MARIE	80 M	Indicate by code from list on reverse side.
I. CLOTHING (SUTTS MEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
COMEX PLICET SUIT	Y	Y	AS	AS	
PLICHT BOOTE (STEEL TOE)	Y	Y	AS	AS	
PH 6A HELDET (DHAL VISOR)	Y	Y	AS	AS	
JATHER GLOVES	Y	Y	AS	AS.	
2. ORYGEN MASK A13A ISSUED	N	N			
3. ORYGEN REGULATOR ND-1 IN AIRCRAFT	Y	Y	1		
4 LIFE VEST NE-2	Y	Y			
S. LIPE RAFT PK-2 PK-4	Y	Y	1 .		
4. SURVIVAL RADIO(S) NORE ISSUED	N	N	- 0	~	01
1. SIGNALLING DEVICES LARGE SIGNAL MIRROR	Y	Y			
SIGNAL KIT MK 79 NOD O	Y	Y	+ -	-	
TROBE LIGHT	Y	Y			
K 15 HOD O FLARE (4)	Y	Y	4	-	
EA DYE MARKER (4)	Y	Y			
PYRO KIT (VERY PISTOL - 12 CARTR.)	Y	Y			
CELL FLASHLIGHT, WHISTLE	-	1			The second secon
8. SURVIVAL KIT (CONTAINER) SEEK 2 SV-1 VEST	Y	Y			
. OTHER SURVIVAL GEAR SUNBURN CINTRENT	Y	Y	-	-	
HARK CHASER 2	Y	Y	4		
50 FT SHROUD LINE	Y	Y			
POOD PACKET, SPONGE	Y	Y	4)		
DESALTER KIT HK-2TYPE 2	Y	Y	4 6	. 4	
OT WATER STORAGE BAG	Y	Y	4 8		
BURVIVAL KNIFE	Y	Y			
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)		1	4 2		
LAB MELT PM MS22033-1	Y	Y	AS		
SHOULDER HARNESS PIRES 16068-1	Y	Y	AS	AS	
		1	1		
II. PARACHUTE-TYPE IC3-E	Y	Y	1		
12. PARACHUTE CANDPY RELEASE	13	1	7		
13. PARACHUTE OPENING DEPLOYMENT DEVICES D-RING	Y	Y	7		
14 SEAT TYPE SEAT PAN 117 F10419-1	Y	Y	1		
15. OTHER (SPECIFY)		100			
A COLOR AND A TOP I A COLOR AND A COLOR AN	1	1	1		
	1	1	1		1000

There were no real problems - none of the equipment was used except clothing and seat harness.

			CONTINUED ON REVERSE SIDE
WANT	SEMAL NO.	100	BUNO
HORAHAN, Francis E.	_(b) (6)	E1-B	147235

- 01 NOT AVAILABLE-SUPPLY PROBLEM
- 02 NOT AVAILABLE-LEFT BEHIND
- 03 DISCARDED
- 84 LOST
- 05 DAMAGED-MINOR
- 84 DAMAGED-MAJOR
- 07 SURNED-MINOR
- 80 BURNED-MAJOR
- OF DESTROYED BY EXTREME FORCE/FIRE
- 10 FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 OPERATED PARTIALLY
- 12 DIFFICULTY LOCATING
- 13 BE VOND REACH
- 14 COMMECTION/CLOSURE DIFFICUL TY
- 15 CONNECTION CLOSURE FAILURE
- IA . RELEASE DISCONNECT DIFFICULTY
- 17 RELEASE DISCONNECT FAILURE
- 18 INADVERTENT RELEASE DISCONNECT
- 10 INADVERTENT ACTUATION
- 20 ACTUATION DIFFICULTY
- 21 ACTUATION FAILURE
- 22 ACTUATED BY OTHER PERSON
- 23 RESTRAINT ATTACHMENT INADEQUACY
- 24 RESTRAINTS ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 IMPROPER USE (OTHER)
- 26 UNFAMILIAR WITH USE
- 27 COLD HAMPERED USE

- 24 INJURY HAMPERED USE
- 26 WATER HAMPERED USE
- 30 OTHER EQUIPMENT INTERFERED
- 31 DONNING/REMOVAL PROBLEM
- 32 DISCOMFORT/BULKINESS
- 33 POOR FIT
- 34 : LEAKED
- 35 MATERIEL DEFICIENCY
- 36 DESIGN DEFICIENCY
- 37 HANGUP ENTANGLEMENT (WITH A C OR OTHER EQUIPMENT)
- IN . ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
- 39 ENTANGLEMENT IPARACHUTE SUSPENSION LINES ONLY-MINOR
- O DRAGGING (PARACHUTE ONLY)
- 41 NON STANDARD CONFIGURATION
- 42 AIDED IN LOCATION RESCUE
- 43 NOT EFFECTIVE IN LOCATION RESCUE JUSED IN ART & OF SAR VEHICLES)
- AL PREVENTED MINIMIZED INJURY
- 45 EQUIPMENT PROBLEM ILOSS, FAILURE, ETC. A FACTOR IN PRODUCING INJURY
- 46 EQUIPMENT PRODUCED INJURY INIT BY EJECTION SEAT, ETC.)
- 47 . FAILURE DELAY IN USING COMPROMISED SURVIVAL RESCUE
- 48 ALL CREW EQUIPMENT (CODE ONLY ONCE)
- 49 MAINTENANCE INSTALLATION ERROR
- SO PROBLEM EXPERIENCED BY OTHERS IN ACTUATION RELEASE OF EQUIPMENT
- SI EQUIPMENT DAMAGE SELF INDUCED
- 52 EQUIPMENT FAILURE-SELF INDUCED
- M . OTHER (SPECIFY)

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, IL .JENT OR GROUND ACCIDENT ESCAPE - EGRESS COMPLETE FOR ALL HIGHWINGLALS SPHAY FORM 3758 SF (Rev. 448) 5-H-0107-731-8601

REPORT SYMBOL 3750-7 Set Section H of OPNA VINST 3730.0

PAGE 1 OF 1

LOCATION IN AIRCRAFT	C OTHER
A COCKPIT OR PILOT'S COMPARTMENT	A. STANDARD EMERGENCY GROUND EGRESS
2 MAYIGATOR'S ENGINEER'S COMPARTMENT	I UNDERWATER EGRESS (NOT EJECTION)
3 PASSENGERS' COMPARTMENT (SINGLE DECK)	3 DID HOT ESCAPE
4. PASSENGERS' COMPARTMENT JUPPER DECK	4 ERIT UNASSISTED (OTHER THAN STANDARD EMERG. GROUND EGRESS)
3 PASSENGERS' COMPARTMENT (LOWER DECK)	S CARRIED ASSISTED OUT
S OTHER COMPARTMENT	4 BLOWN THROWN OUT
D COMPARTMENT LINKNOWN	7 JUMPED FROM A.C. (AIRBORNE)
B LONGITUDINAL LOCATION C LATERAL LOCATION	B UNK NOWN IF ESCAPE ACCOMPLISHED
L FORWARD SECTION 2 CENTER	+ ESCAPED, METHOD UNKHOWN
X 2 CENTER SECTION X & LEFT SIDE	3. INTENT FOR ESCAPE
3. AFT SECTION S. RIGHT SIDE	1 INTENTIONAL 1 UNINTENTIONAL, MECHANICA
4. SECTION UNKNOWN	2 UNINTENTIONAL SELF INDUCED X 4 INTENT UNKNOWN
D DIRECTION FACING E USE OF SEAT	4. EXIT USED
X 1. FORWARD	1 HORMAL ERIT S OTHER
2 AFT	2 EJECTED THROUGH CAMOPY X & UNKNOWN
1 SIDEMARD 2 BUNK LITTER) EMERGENCY ENIT
F. UNK NOWN T UNK NOWN	S. COCKPIT CABIN CONDITION AFTER IMPACT
METHOD OF ESCAPE (Note than the met apple)	8 MO DAMAGE (OTHER THAN CANOPY LOSS, ETC.)
A EJECTION	
L ACCOMPLISHED IFREE OF AIRCRAFT	1 MINOR DAMAGE DEPIMITELY HABITABLE
2. ATTEMPTED INOT ACCOMPLISHED	2 REASONABLY INTACT (PROBABLY HABITABLE)
3. SEAT EJECTED ON IMPACT (TERMAIN)	1 MAJOR DAMAGE (PROBABLY NOT MARITABLE)
. INADVENTENT EJECTION	A DESTROYED IDEFINITELY NOT HABITABLE
7. UNKNOWN IF ATTEMPT WAS MADE	9. UMR NOWN
	6. ORDER OF ESCAPE II at. 2nd. etc.1
A. SUSPECTED EJECTION	7 REASON(S.) FOR ESCAPE (Note than one may apply)
IL D. DEFINITELY HOT ATTEMPTED	A FIRE ENPLOSION/SMORE G WATER IMPACT
BAILOUT	B. LOSS OF CONTROL X H. GROUND/STRUCTURE IMPACT
1: ACCOMPLISHED (FREE OF AIRCRAFT)	C ENGINE FAILURE J. LAUNCH FAILURE
2. ATTEMPTED (NOT ACCOMPLISHED)	D. FUEL ERMAUSTION K. ARRESTMENT PAILURE
3. BAILED OUT APTER EJECTION ATTEMPT FAILED	E STRUCTURAL PAILURE TY. OTHER
7. UNKNOWN IF ATTEMPT WAS MADE	
8. WIFECTED BAILOUT	F. MID-AND COLLISION Z. UNKNOWN
B DEFINITELY NOT ATTEMPTED	
	CONTINUED ON REVERSE SIDE
HODANAN Propose P	R1-R 147235
HORAMAN, Francis E. (b) (6)	E1-B 147235

•	MAY PORM 3799/OF (Rov. 449) (Contil		MGE 2 OF 3
	COMMUNICATIONS PRIOR TO ESCAPE	11. AMCRAPT ATTITUDE AT TIME OF ESCAPE	
	1. DISTRESS SIGNAL TRANSMITTED	(Either in flight or after crash, ditching, etc.)	
	2 POSITION FIX TRANSMITTED	NOSE UP NOSE DOWN D	CONTES
	3. EMERGENCY IFF (MANUAL)	SIGHT BANK LEFT BANK	EGREFS
	4. EMERGENCY IFF (AUTOMATIC)	A NOSE DOWN SPIN E F. DISINTEGRATION	
	O UNENCEN	B FLAT SPIN G INVERTED	
	B . NONE	C OSCILLATING SPIN MUSHING	
•.	HUMBER OF PREVIOUS	D ROLLING Z. UNKNOWN	
_	EJECTIONS O EMERGENCY BAILOUTS O	E TUMBLING TO THER (DESCRIBE)	ev
	OTHER PARACHUTE JUMPS ITMAINING, SKYDIVING, ETC.)	straight and level into slope	
10	TERRAM OF PARAC SUTE LANDING OR CRASH SITE	12. EJECTION SEAT/PARACHUTE TRAINING	
	(Note than one was be applied to	Type of training TOTAL HOURS DATE OF LAST ROLL	. 1
	A OPENSEA BUILDING	IN TRAINING TRAINING	
	B LAPGE LAPE	LECTURES DEMONSTRATIONS	
	Lin than are	UNABMED FIECTION SEAT	
	C - RIVER WOODS		
	D - DEEP MATER OTHER	ARMED SEAT ON TOWER	-
		JUMP SCHOOL 0	-4
	F - SHALLOW MATER 1 THROUGH TREES	PARASAIL TRAINING	-
	F DEFP SHOW	OTHER (SPECIFY)	
	G. THICK ICE ST. 9 MOCES	"I seconder below to indicate role training placed in this mishap.	
		8 NO IMPORTANCE 3 LACK OF TRAINING FACTOR	
	H - MARSH SWAMP MUD		ACTOR
	X U - MARD GROUND	2 TRAINING POSSIBLE HELP . TRAINING ROLE UNKNOWN	
	J SOFT GROUND T INFINORN		
	ZOTHE		
13.	EGRESS DIFFICU	A. TIES (The .) is terropoute towns.)	
	B - Bolon, D - During, A - Alter	CACAMO "ATER	DA
	1. BUFFETING	0, 1	-
	2 G FORCES	07 X 02	
	1. UNIOBLAST	0) 01	+
	4 SEAT PHIS NOT REMOVED	04 04 04	-
	S. DIFFICULTY LOCATING CANOPY JETTISON MECHANISM	05 05 05	+
	6. MANPERED BY CLOTHING	04 06 08	_
	7. HAMPERED BY EQUIPMENT HINCL UDE BODY ARMOR!	0, 0, 1 0, 1	
	S. MAMPERED BY INJURIES	00 00 00	
	P. DIFFICULTY BELEASING CANOPY HATCH	09 09 09	
	18. PAILURE TO BELEASE CANOPY HATCH	10 10 10	
	11. DIFFICULTY LOCATING REACHING NORMAL EJECTION MECHANISM		
	12. DIFFICULTY LOCATING REACHING ALTERNATE EJECTION MECHA	NNISM 12 12 12	
	U FACE CURTAIN FAILED TO ACTIVATE SEAT	0 0	
	14 FACE CURTAIN PROBLEM (LOCATING, REACHING, ETC.)	10 10 10	
	IS SEAT PAN FIRING HANDLE FAILED TO ACTIVATE SEAT	15 15 15	
	16. SEAT PAN FIRING HANDLE PROBLEM ILOCATING, ETC.	16 16 16	
	17. CANOPY JETTISON PROBLEM	, , , , , , , , , , , , , , , , , , ,	
	16 CAMORY & 17/10/15 AND THE CO. T		

MESS SIFFICIA. TIES (Place X in appropriate volumn) (Continued)			CABUS	0	-		PATER	100			Alle	
B - Belon; D - Buring: A - After			•	A				A			0	A
19. COULD NOT OPEN CANOPY/HATCH	. 10	17.1			10	-	- 4	-1	19			
36. DIFFICULTY RELEASING RESTRAINTS					20			-				
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS	21				21				21	TI	1.1	
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	n		Vil		22				22			
23. DIFFICULTY REACHING MATCH/EXIT-A/C ATTITUDE	23				23				23			-
34. DIFFICULTY REACHING HATCH/ERIT-EQUIPMENT HANGUP	24				24				24	17		
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25				25			
26. CONFUSION/PANIC/DISORIENTATION	20				ta:				26		1	
27. DARKHESS-NO VISUAL REFERENCE	27	×	X		27				27			
38. FIRE/SMOKE/FUEL	26				28				20			
27. ANTHROPOMETRIC PROBLEM	79				29				29			
3. PERSONAL EQUIPMENT FACTOR (OTHER THAN MANGUP)	30				30				30			
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31		×		31				31			
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	12	- 1	×		32				32			
23. MAN STRUCK CANOPY CANOPY BOW	33				33				23	-		
34. STRUCK EXTERNAL SUBFACE OF AIRCRAFT	34				34				34			-
35. PLAILING - UPPER EXTREMITIES	35		*		35				35			
36. FLAILING - LOWER EXTREMITIES	16		*		34				34			
37. DROGUE SLUG SWINGING AT MAN	37				. 17				37			-
36. DROGUE SLUG STRUCK MAN	30				30				30			
39. MAN STRUCK BY OTHER EQUIPMENT	,				30	-			*			-
M. MAN STRUCK BY SEAT			30	7	40	1111	929	7/2				-
41. SEAT SEPARATION DIFFICULTY	41	112	116	224	41	24	80	3/4	41			-
12. SEAT PARACHUTE ENTANGLEMENT	42	118	3%	3	42	-					-	_
49. MAN TANGLED IN CHUTE RISERS-MAJOR	40	382	***	100	43				43			-
46. MAN TANGLED IN CHUTE RISERS-MINOR				3	44				*			
45. PARACHUTE LINE OVER	45			1	45				45			-
46. MAN HELD ON TO SEAT								7	*			_
47. TUMBLING'SPINNING	.,		880	- 1	47			-	47			-
M. PARACHUTE DID NOT OPEN				-4					40			
M. PARACHUTE STREAMED				- 1								
S. IMADVERTENT OPENING OF LAP BELT	10	00			90				30	-		-
SI. PAILURE OF LAP BELT TO OPEN	57	****	1		51				31			
SZ. MAUSING WATER	52				52				52			-
SO. COLD	53				99		1		92		1	
SA. UMCONSCIOUS/DAZED	54			-	34		-	-	54			-
SS. OTHER							-			-		-

MEMBERS OR CONTINUATION (fales each remain with code from when a

= =	· FATAL	7 - MISSING, UNK	·O=·	3. DAY	S IN QUARTER								
	· MISSING, LAND		- 1	5 UNC	OHSCIOUS	HOURS							
. DISPOSITION	56. Ex	POSUME			Se. SHOO		2						
		1 - MILD 2 - MOD	ERATE	3:3EV	ERE	- MILD	2 - MODERATE	3 - SEVER					
(Use Standard IN)D Terms			1 /See DD	DIC. 3411	VED P5082.1		LEAVE THESE COL	UMMS BLANK					
BODY PART						P							
	trauma to a		•			D							
CAUSE: (8	ee autopsy re	sport)				C							
BODY PART						P							
DIAGNOSIS:						D							
CAUSE:			_			c	\rightarrow						
BODY PART:						1							
DIAGNOSIS:						D	1	\rightarrow					
CAUSE:						c	+	\perp					
BODY PART													
DIAGNOSIS						D		+++					
CAUSE:						c		\perp					
BODY PART													
DIAGNOSIS:						0		\perp					
CAUSE:	1 1/11/17 17/17/4	A Y		7	AB. VABU 630	C							
CARBON MONO NIDE	A, TISSUE YESTED	B. ME THOD USED		CLAB	ORATORY DOIN	G TEST	P. R	<u> </u>					
ALCOHOL	Test				-								
LACTIC ACID	Pending							-					
OTHER (SPECIFY)			-			-	1						
THAY BESULYS:						-	-						
	CHECK IF PERFORMED	SUBMIT RESULTS ON SEP	ARATE SHEET										
DISEASES DEPECTS PRESENT			ANNUAL ME		DISCOVERY.		MAIVERS (AS A						
	DIAGNOSIS		PHYMEAL	SALL	Aut pass	OTHER	AUTHORITY	DATE					
	ONE			-	-			-					
		1					-	-					
							-	-					
					L								
AUTOPSY CONDUCTED BY		100	MATERIAL SU		D AFIR		775						
M - MILITARY PATHOLOGIS	# # F #1	GHT SURGEON	X 1 AUTO		e T	X 1. P	ICTURES						
						-							
	1 1 7 014	HE W	2 / 802	EN TISSUE			INED TISSUE						
C - CIVILIAN PATHOLOGIS			-			-							

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, I ENT OR GROUND ACCIDENT

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, (EN PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS OPMAY FORM 3750-9C (REV. 4-40) 5 N-0107-731-0201 ENT OR GROUND ACCIDENT

REPORT SYMBOL 3799-7 See Section H of OPNAVINST 3750.6

PAGE 1 OF 2

INSTRUCTIONS: Complete on all occupants of account, all injured persons, and all persons possibly con-tributing to the cause of the mishap. Supercision factors attributed to persons not in the account and such factors as design or a cather should be reputted only for the person in primers control of the account. Eac-tors contributing to improvious mislaus collisions would buildings, distribugs, etc., are to be considered part of survival phase. Is a codes at right to show only those factors present at contributing in each phase.

PHASES OF MINAP

1 - Secident E - Escape

- Surreal rencludes parachute R - Kencur

PACTOR in-my/Asica
D - Definisely contributed
S - Suspected factor
P - Condition present but
did not contribute to accident or injury

CONTINUED ON REVERSE MDE

GARRISON, Larry W.

SEMIAL NO. (b) (6)

E1-B

BUND

147235

TATELLE

(b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

I. BOLE OF THE IMPIVIOUAL IN THE CAUS	4 OF THE MI	MAP.		_				OPNAVINST 37:
A. PRIMARY 1. DEFINITE 2. PROBABLE	3. Possiel	B. CONTRIBUTING	5. PROF	ABLE	e. POSSIBLE	П	ONE D.	UNKNOWN
M. BACKGROUND (Complete for all pilots and	others who may	who contributed to automi	_		1.000	_ U-		OHE HOSSE
A. DATE LAST LEAVE EMDED		many compression and analy/	1					
E TYPE OF LEAVE LAST TAKEN			B. D.	VS DURAT	HOM LAST L	EAVE		
1. ORDINARY	1. ORDINARY 3. EMERGENCY				ISTMENT		4. GRADUATION	
S. SICK OR CONVALESCENT				. DELAY	ENROUTE		T. LINK MORN	
DATE OF LAST PREVIOUS PLIGHT			-					
. IN LAST 24 HOURS	VIES WORKER			LAST 24 H		HOURS	H. IN LAST 48 HOURS SARPY L. IN LAST 48 HOURS	
. CONTINUOUS DUTY PRIOR TO MISHAP		- WIN	_ N. HO	URS CONT	MUOUSLY A	WAKE PRIOR TO	MISHAP	
D. DURATION OF LAST SLEEP PERIOD HC		MIN	. Tie			TO PLIGHT	HOURS	-
. PHYMOLOGICAL, LOW PRESSURE CHAMB	ER AND VERT	160 TRAINING For all perso	nacti.		-			
TYPE TRAINING ACCOMPLISHED	Lucio.		cow	LETED	MOLE"	Par tale in a	ushap, are following code:	
TIPE THAINING ACCOMPLISHED	PLACE T	MAINING ACCOMPLISHED	Month	ton	MISHAP	a - NO IMPOR	- 1	
						2 - TRAINING	DEFINITELY MELPED POSSIBLY MELPED TRAINING DEFINITELY A F TRAINING POSSIBLY A FAC	
ANTHROPOMETRIC DATA								
DATE OF BIRTH: DAY	ON TH			_				
SITTING HEIGHT		YEAR	. HEIGH			MCHES E. W	EIGHT	POUNDS
BUTTOCK-KNEE LENGTH	- MOHES	. TRUME HEIGHT		_	- MCHES	I. FUNCTIONA	L REACH	- WCHES
onetal.	- MCHES	M. LEG LENGTH		-	- NCHE'S	. SHOULDER	WIDTH (BIDEL TOID)	- MCHES
NUMBER AND TYPE OF PRIOR WISHAPS	meters for all	tilds and a N	50.00 / T					
a. Ma	. b. DESCRI		L. 11.14. 14	male of a				
	61.24.11							
TOTAL YEARS OF FORMAL EDUCATION								

REPORT SYMBOL 3750-7

See Section H of OPNAVINST 3750.6 PAGE 1 OF 2

NOMENCLATURE AND MODEL DESIGNATION	/	RECOURED	WAILABLE	THE .	PROBLEMS
1. CLOTHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)	1		1		Indicate by code from list on reverse side.
MONEY FLICHT SUIT	Y	Y	AR	- AS	
FLIGHT BOOTS (STEEL TOE)	Y	Y	AS	AS	
APH 6A HELPET (DUAL VISOR)	Y	Y	AS	AS	
IZATIER GLOVES	Y	¥	AS	AS	
2. OXYGEN MASK ALSA ISSUED	N	N			
3. OXYGEN REGULATOR NO-1 IN AIRCRAFT	Y	Y			
4 LIFE VEST NE -2	Y	Y			
S. LIFE RAFT PK-2 MK-4	Y	Y	I		
A. SURVIVAL RADIO(S) NONE ISSUED	N	N	+		01
7. SIGNALLING DEVICES LARGE SIGNAL MIRROR	Y	Y	*	1	·
SIGNAL KIT MK 79 HOD O	Y	Y	1	1	
STROBE LIGHT	Y	Y	1	-	
HK 15 HOD O FLARE (4)	Y	Y			
SEA DYE MARKER (4)	Y	Y			· · · · · · · · · · · · · · · · · · ·
PYRO KIT (VERY PISTOL - 12 CARTE.)	Y	Y	10.00		
1 CELL FLASHLIGHT, WHISTLE	-	1.	1	1	
SURVIVAL KIT (CONTAINER) SEEK 2 SV-1 VEST	Y	Y	4		
SUNBURN'O INTICHT	Y	Y			
SHARK CHASER 2	Y	Ŷ			
50 PT SHROUD LINE	Ŷ	Î	1		-
POOD PACKET, SPONGE	Y	Ŷ	1	+ +	
DESALTER KIT HK -2 TYPE 2	Ŷ	Ŷ	4	, ,	-
5 OT WATER STORAGE BAG	Ŷ	Y	₩ 9	,	
SURVIVAL ENIFE	Ŷ	Ŷ			
10. RESTRAINTS (LAP BELTS, SHOULDER HARMI SS. 1 FG MISTRAINTS)					
LAP BELT PN NS22033-1	Y	Y	AS	AS .	-
SHOULDER HARNESS PRES16068-1	Ŷ	Ŷ	AS	AS	
			. ~	٠	
		4	4 3		
PARACHUTE-TYPE NC3-R	Y	Y	1		
D-RING	Y	. Y	1. 1	1	
A SEAT TYPE SEAT PAN PN 117F10419-1	Y	Y	1		
S. OTHER (SPECIFY)			1	1	
		1	1 1	1	
		1	1 1	1	
6. EXPLAIN PROBLEMS (USE REVERSE SIDE IF NECESSARY)				1	

There were no real problems - none of the equipment was used except colthing and seat harness.

CONTINUED ON REVERSE SIDE GARRISON, Larry W. E1-B 147235

- 01 HOT AVAILABLE-SUPPLY PROBLEM
- 02 NOT AVAILABLE-LEFT BEHIND
- 03 DISCARDED
- DA LOST
- 05 DAMAGED-MINOR
- 04 DAMAGED-MAJOR
- 07 BURNED-MINOR
- 08 BURNED-MAJOR
- DO DESTROYED BY EXTREME FORCE/FIRE
- 10 FAILED TO OPERATE IRADIO, ACTUATOR, ETC.
- 11 OPERATED PARTIALLY
- 12 DIFFICULTY LOCATING
- 13 BEYOND REACH
- 14 CONNECTION/CLOSURE DIFFICULTY
- 15 CONNECTION CLOSURE FAIL URF
- 16 RELEASE DISCONNECT DIFFICULTY
- 17 RELEASE DISCONNECT FAILURE
- IS INADVERTENT RELEASE DISCONNECT
- 19 . INADVERTENT ACTUATION
- 20 ACTUATION DIFFICULTY
- 21 ACTUATION FAILURE
- 22 ACTUATED BY OTHER PERSON
- 23 RESTRAINT/ATTACHMENT INADEQUACY 24 - RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 . IMPROPER USE (OTHER)
- 26 UNFAMILIAR WITH USE
- 27 COLD HAMPERED USE

- 20 HIJURY HAMPERED USE
- 20 . WATER HAMPERED USE
- 30 OTHER EQUIPMENT INTERFERED
- 31 . DONNING/REMOVAL PROBLEM
- 32 DISCOMFORT/BULKINESS
- 33 POOR FIT
- 34 LEAKED
- 15 MATERIEL DEFICIENCY
- 36 DESIGN DEFICIENCY
- 37 HANGUP ENTANGLEMENT INITH & C OR OTHER EQUIPMENTS
- 38 ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
- 39 ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINOR
- 40 DRAGGING (PARACHUTE ONLY)
- 41 NON STANDARD CONFIGURATION
- 42 AIDED IN LOCATION RESCUE
- 43 NOT EFFECTIVE IN LOCATION RESCUE JUSED IN AREA OF SAR VEHICLES
- 44 PREVENTED MINIMIZED INJURY
- 45 EQUIPMENT PROBLEM ILOSS. FAILURE, ETC | A FACTOR IN PRODUCING INJURY
- 46 EQUIPMENT PRODUCT D INJURY (HIT BY EJECTION SEAT, ETC.)
- 47 FAILURE DELAY IN USING COMPROMISED SURVIVAL RESCUE
- 48 ALL CREW LOUIPMENT ICODE ONLY ONCE
- 49 MAINTENANCE INSTALLATION ERHOR
- SO . PROBLEM EXPERIENCED BY OTHERS IN ACTUATION RELEASE OF EQUIPMENT
- SI EQUIPMENT DAMAGE -SELF INDUCED
- 57 EQUIPMENT FAILURE SELF INDUCED
- M OTHER (SPECIFY)

MEDICAL OFFICER'S REPORT OF A.C. ACCIDENT, fo. JENT OR GROUND ACCIDENT ESCAPE - EGRESS COMPLETE FOR ALL INDIVIDUALS OFFIAN FORM 3750 BF (Rev. 448) S.H-0107-731-8601

REPORT SYMBOL STILL! See Section H of OPNA VINST 3750.6

LOCATION IN AIRCRAFT	C OTHER
LOCATION IN AIRCRAFT 1. COCEPIT OF PILOT'S COMPARTMENT 2. NAVIGATOR'S ENGINEER'S COMPARTMENT 3. PASSENGERS' COMPARTMENT (SINGLE DECK) 4. PASSENGERS' COMPARTMENT (LOWER DECK) 5. PASSENGERS' COMPARTMENT (LOWER DECK) 6. OTHER COMPARTMENT 9. COMPARTMENT UNKNOWN 1. FORWARD SECTION 2. LATERAL LOCATION 1. FORWARD SECTION 3. CENTER 2. CENTER SECTION 4. LEFT SIDE	C OTHER A STANDARD EMERGENCY GROUND EGRESS I UMDERWATER EGRESS (MOT EJECTION) 3 DID NOT ESCAPE 4 EXIT UMASSISTED IDTHER THAN STANDARD EMERG. GROUND EGRESS) 5 CARRIED ASSISTED OUT 6 BLOWN THROWN OUT 7 JUMPED FROM A /C (AIRBORNE) 8 UNKNOWN IF ESCAPE ACCOMPLISHED 7 ESCAPED, METHOD UNKNOWN 3. INTENT FOR ESCAPE
A SECTION THENORM A SECTION OF THE STATE OF	2 UNINTENTIONAL SELF INDUCED X 4 INTENT UNKNOWN
D DIRECTION FACING E USE OF SEAT	2 UNINTENTIONAL SELF INDUCED 3 4 INTENT UNKNOWN
I FORWARD B NOT IN SEAT 2 AFT I IM SEAT 3 MOEWARD 2 BUMM LITTER	I HORMAL ERIT S OTHER 3 EJECTED THROUGH CANOPY X + UNENOWN 3 EMERGENCY ERIT
9. UMK NOWN	5. COCKPIT CABIN CONDITION AFTER IMPACT
A EJECTION 1. ACCOMPLISHED (FREE OF AIRCRAFT) 2. ATTEMPTED (HOT ACCOMPLISHED) 3. SEAT EJECTED ON (MPACT (TERRAIN) a. INADVERTENT EJECTION	D NO DAMAGE (OTHER THAN CANOPT LOSS, ETC.) MINOR DAMAGE (DEFINITELY HABITABLE) 2 REASONABLY INTACT (PROBABLY HABITABLE) 3 MAJOR DAMAGE (PROBABLY NOT HABITABLE) 4 DESTROYED (DEFINITELY NOT HABITABLE) 9 UNEMORN
7. UNKNOWN IF ATTEMPT WAS MADE	6. ORDER OF ESCAPE (I.M. Jad. etc.).
B. SUSPECTED EJECTION	7 REASONS FOR ESCAPE (Note than one may apply)
B. DAILOUT 1. ACCOMPLISHED IFREE OF AIRCRAFT) 2. ATTEMPTED INDT ACCOMPLISHED! 3. BAILED OUT AFTER EJECTION ATTEMPT PAILED 7. UNKNOWN IF ATTEMPT WAS MADE 6. SUSPECTED BAILOUT X 8. DEFINITELY NOT ATTEMPTED	A FIRE EXPLOSION SMOKE G WATER IMPACT B LOSS OF CONTROL W H GROUND/STRUCTURE IMPACT C. ENGINE FAILURE J. LAUNCH FAILURE D FUEL EXHAUSTION K ARRESTMENT FAILURE Y. OTHER F. MID-AIR COLLISION 2. UMEMOWN
ARRISON, Larry W. (b) (6)	CONTINUED ON REVERSE SIDE A'C BUND 147235

_	COMMUNICATIONS PRIOR TO	ESCAPE	11. AIRCRAFT	SMT TA SOUTITTA	OF ESCAPE		
			Either in flight or after co	rash, ditching, etc.)			
	I DISTRESS SIGNAL TRANSMITTED		NOSE UP	Π	DOWN 0		REES
	2 POSITION FIX TRANSMITTED		MOSE OF				
	3 ENERGENCY IFF MANUAL		RIGHT BANK	Ler	BANK 0	_ DEG	REFS
			A NOSE DOWN SPIN	X . o	SINTEGRATION		
	A PMERGENCY OF AUTOMATIC			=			
	9 UNFNOWN		B. FLAT SPIN	□ 6 #	VERTED		
			C OSCILLATING SPI	N	USHING		
	X S NONE		=	=			
).	HUMBER OF PREVIOU	JS.	D ROLLING	z. v	MKHOTH		
			E TUMBLING	V. 0	THER (DESCRIBE)	Fle	_
	And the second s	NC / BAIL OUTS	straight	and level is	to slope		
	OTHER PARACHUTE JUMPS TRAINING, SKYDIVE	NG, ETC		ON SEAT/PARACHUTE			_
10	TERRAIN OF PARACHUTE LANDIN	G OR CRASH SITE		masengers who had no		me/	
1	Mare than one may be applicable?		TYPE OF TRAINING	TOTAL HOURS	DATE OF LAST	ROLE"	
	A OPENSTA	e Buit GING	THE OF INMINIO	IN TRAINING	TRAINING	,,occ	-
			LECTURES DEMONSTRATIO	ONS	-		-
	B LAPGE LAPE	I I GHT UP CE	TRAINING FILMS				-
	C WILL	w DENSE WOODS	UNARMED EJECTION SEAT	-	-	-	-
			ARMED SEAT ON TOWER				-
	D. DEEP MATER OTHER	N IN THEFF.	JUMP SCHOOL		-		-
	F SHALLOW MATER	1. Topology 1971's	PARASAIL TRAINING		+		-
		P PAYNE STITE SLOPE	OTHER SPECIFY				
	F DEEP SNOW	b baying zurie arabi	"I se under below to indica	or role temping played	n this mishap.		
	G. THICK ICE	Q #0(*5	. NO MPORTANCE	1 LACE C	F TRAINING FACT	04	
	H MARSH SWAMP MUD	P N NEAD HEBAL	TRAINING DEFIN	TE HELP & LACE C	F TRAINING POSS	BLE FAC	TOR
			2 TRAINING POSSIB	SLE HELP . TRAINI	NG ROLE UNKNOW		
	X U - HARD GROUND	1 DESERT					
	1 SOLI GROUND	* 1748 N/1004					
	L-	Z STOCK					
13.		EGRESS DIFFICULTIES	Place 1 = appropriate time. GROUNG		ree .		
	B - Bolore, D - During, A - After		. 0				^
	1 BUFFETING		51 X	01	°'		-
	2 G FORCES		02 X	07	02	-	4
	3. WINDBLAST		***************************************	"	14414 00	-+-	+-
	4 SEAT PINS NOT REMOVED		04, , ,	04		-	+-
	5 DIFFICULTY LOCATING CANOPY JETTISON	N MECHANISM	05	. 05	05		+
	. HAMPERED BY CLOTHING		0',	· · · ·	•	-	+
	P. HAMPERED BY EQUIPMENT HINCI UDE BOT	Y ARUCR)			07	-	
	B. HAMPERED BY INJURIES		0				+
	9. DIFFICULTY RELEASING CANOPY HATCH			• • • +	00	-	+
	10. FAILURE TO RELEASE CANOPY HATCH	and the second	10,	10	10	-	+
	11. DIFFICULTY LOCATING REACHING NORS	AL EJECTION MECHANISM		- "	"	_	-
	12. DIFFICULTY LOCATING REACHING ALTE	MNATE EJECTION MECHANISM	12+ + •		12		
	13 FACE CURTAIN FAILED TO ACTIVATE SE			- "-+	+ "		+
	14 FACE CURTAIN PROBLEM ILOCATING	A STREET, STRE		- "-+	15		
	15. SEAT PAN FIRING HANDLE FAILED TO A		15	13	1 "	-	1
	IS. SEAT PAN FIRING HANDLE PROBLEMIL	DEATING, ETC	10	1,1	-		ALT:
	17. CANDRY JETTISON PROBLEM		17				

IS CANOPY JETTISON FAILURE (AUTOMATIC MEANS)

CONTINUED ON NEXT PAGE

RESS DIFFICUL TIES (Place X in appropriate column) (Continued) D - Bolies; D - Buring; A - After			D		Γ		D	A			*	7
19. COULD NOT OPEN CANOPY/MATCH	10		1		10				19			
20. DIFFICULTY RELEASING RESTRAINTS	*				20				*	-	161	
21. DIFFICULTY REACHING MATCH/EXIT-DESTRUCTIONS	21				21				21	7	-	
22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	22				22				22	-		
23. DIFFICIATY REACHING HATCH/EXIT-A/C ATTITUDE	23				23				23			
24. DIFFICULTY REACHING MATCH/EXIT-EQUIPMENT HANGUP	24				24				24			
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP)	25				25			0.0	25	111	1.0	Г
26. CONFUSION/PANIC/DISORIENTATION	26				26				26		+ 1	Г
27. DARKHESS-NO VISUAL REFERENCE	27	x	×		27				27			Γ
20. FIRE/SMOKE/FUEL	26				28				20	7.0	10.00	Γ
29. ANTHROPOMETRIC PROBLEM	29				29				20			Γ
30. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)	20	100			30				30			Γ
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31		x		31				31			
12. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32		x		10				32	7.1		Γ
33. MAN STRUCK CANOPY CANOPY BOY	13				30				33			
14 STRUCK EXTERNAL SURFACE OF AIRCRAFT	34				10				34			
IS FLAILING - UPPER EXTREMITIES	15		×		35				35			
36. FLAILING - LOWER EXTREMITIES	34	1	×		36				36			
37. DROGUE SLUG SWINGING AT MAN	37				17				37			
36. DROGUE SLUG STRUCK MAN)0				10				38			
39. MAN STRUCK BY OTHER EQUIPMENT	*		X		16				30			
40. MAN STRUCK BY SEAT		02	3/6		40	93	88	90	40			
41. SEAT SEPARATION DIFFICULTY	**	111	149		41	888		MA	41			
42. SEAT PARACHUTE ENTANGLEMENT	42	23	36	23	42				42			
4). MAN TANGLED IN CHUTE RISERS-MAJOR	43		333	34	10			-	43			
44. MAN TANGLED IN CHUTE RISERS-MINOR				183	44				44			
45. PARACHUTE LINE OVER	45				45			-	45			
46. MAN HELD ON TO SEAT	46		-83		**				46			
47. TUMBLING/SPINNING	47		880		42				47			
48. PARACHUTE DID NOT OPEN	48				*							L
49 PARACHUTE STREAMED	**			1	49					-		L
10. INADVERTENT OPENING OF LAP BELT	50				50				50			L
SI. FAILURE OF LAP BELT TO OPEN	41				51				31	AU		L
52. IMBUSHING WATER	52				52				52			L
SS. COLD	53		1		53			(1)	52			L
S4. UNCONSCIOUS/DAZED	**				54				54			L
35. OTHER					**				**			İ

REMARKS OR CONTINUATION. (Index rack remark with sode from above

1 - HOME X	4 - FATAL 5 - MISSING, LAND	7 - MISSING, UM	KNOWN	1. DAYS	IN QUARTERS GROUNDED _				
7 - major	6 - MISSING, WATER			5. UNICO	HISCHOUS		HOURS	_	_ ***
DISPOSITION	1 % EAP	OSURE		-	54. SHOCK			_	-
7		1. MLD 2. M	-	3 : SE VE	*E .	- MLD	2 - MODERATE	3-14	vene
	munology for Body Part, Diag	RED DURING MINAP	INO J (See DDI	HC. NAVW	ED P5082.)	100	-	LUMIS BLAM	
						•			T
BODY PART BETTE	e trauma to al	1 bedy part				0			I
CAUSE: (SC	e autopsy repo	rt)				C			
BODY PART:					_				1
DIAGNOSIS:						0			1
CAUSE:						C			1
BODY PART:						•			1
DIAGNOSIS:							+		1
CAUSE:						c	+	-	-
BODY PART							-		+
DIAGNOSIS:						0			+
CAUSE:						c			+
BODY PART:						•		\rightarrow	+
DIAGNOSIS:	-					0	+++	-	+
CAUSE:	A. VISSUE VESVED	B. METHOD U	Un I	C 1 480	SRAYORY DOIS	G TEST	-	REAL	_
CARGON MONORIDE	Test							THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE STATE OF THE S	
ALCOHOL	Results								
LACTIC ACID	Pending								
STHER IMPECIPAL									
E-RAY MEDICAL	7								
	CHECK IF PERFORMED	SUBMIT WESULTS ON S			DISCOVERY		WAIVERS (AS	APPLICAN	•
DISEASES/DEFECTS PRESE	DIAGNOSIS		PHYMEAL	SICH	AUTOPSV	-	AUTHORITY	DATE	
(h) (6)						X			
-(0) (0)									
								J.	
. ANTEPSY CONDUCTED BY		-	I MATERIAL S	-	TO AFIP				
M - MLITARY PATHOL	ngst F F	IGHT SURGEON	TE I AUT		aT.	X 3. P	ICTURES		
						. ·	INED TISSUE		
	OGIST . 01	HER	3 . 100	ZEM TISSUE			INEO INSUE		
C - CIVILIAN PATHOLO	F-17	SE FORWARDED							
PROTOCOL ATTACHE	D WILL C								
C . CIVILIAN PATHOL	F-17	A COMMANDED							

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, L. ENT OR GROUND ACCIDENT PSYCHOPHYSIOLOGICAL AND ENVIRONMENTAL FACTORS OPNAY PORM 3750/9C (REV. 4-68) 5 No.0107-731-5301

REPORT SYMBOL 3796-7 See Section H of OPNAVINST 3750.6 PAGE 1 OF 2

INSERUCTIONS: Complete on all occupants of aircraft, all impred persons, and all persons possible con-tributing to the cause of the mishap. Supervisors factors attributed to persons not in the aircraft and such factors as design or weather should be reported only for the person in primary control of the aircraft. Fac-tors contributing to inform during mid-us callesions visible landings, distribugs, etc., are to be considered part of survival phase, it is codes at right to show only those factors present or contributing in each phase.

PHASES OF MISHAP

- Accident - Escape - Surreial fincludes, parachare

landings!

PACTOR INPORTANCE

D - Definitely contributed

5 - Suspected factor

P - Condition present but
did not contribute to
accident or injury

FACYORS

CONTINUED ON REVERSE SIDE

OPHAY FORM 3790/DC (REV. 4-40) (Contin

PAGE 2 OF 2 ALLUATE

ALLISTAL (b) (5)

REMARKS: (Indicate item and describe circumstances in detail as necessary.)

L. PRIMARY	E OF THE MINUT								
1. DEPONTE 2. PRODABLE	3. POSSIBLE	A DEFINITE	3. PROBAB		4. POSSIBLE		S. HOHE	Ο	
. BACHBROUND (Complete for all pilots and								X 9. United	*
BATE LAST LEAVE EMDED		,	In nave		ION LAST L	200			
TIPL OF LANG LAND TAKEN			-			EAVE			
1. ORDINARY	2. EMERGI	ENCY	D *	REEM	ISTMENT			. GRADUATION	
S. SICK OR CONVALESCENT			П.		ENROUTE		15.	o maini (m)	-
DATE OF LAST PREVIOUS FLIGHT			10.	OCC.	EMOUTE			. UMCHOWN	
HOURS AND MIN				-		-	CORNER PLOTE		_
IN LAST 24 HOURS MIN	F. IN LAST 49 HO	VRS MIN	- G. IN LA	ST 24 H	OURS			AST 40 HOURS	
IN LAST 24 HOURS INN	J. IN LAST 48 HOL	URS MINL	_ K. IN LA	ST 24 H	oues		L. HILA	ST 40 HOURS	
CONTINUOUS DUTY PRIOR TO MISHAP_			_ N. HOUR	S CONT	MUOUSLY A	WAKE PRIOR	TO MISHAP.		
DURATION OF LAST SLEEP PERIOD		MIN	P. TIME	IN COCK	PIT PRIOR	TO PLIGHT		HOURS	
PHYSIGLOGICAL, LOW PRESSURE CHAME		TRAMMOS (For all pers.	marl:						
TYPE TRAINING ACCOUPL ISHED	PLACE TRAN	HING ACCOMPLISHED	COMPLE		MOFE.	* For role	in mirkey, and	following cade:	1
-	-		-	Yee	MIMAP	-	PORTANCE		ı
						1		ELY HELPED	- 1
1			1 1				HNG POSSIBL	1, 1,000 1 7 7 7 7	_ 1
	1		4					G DEFRHTELY A FACTOR	
						Non-		G POSSIBLY A FACTOR	
ANTHROPOURTRIC DATA				-	-	9 - UNKN	OWN .		
			1						
STTING HEIGHT	MOH 1H	YEAR	6. HEIGHT		-	BICHES	e. WEIGHT		POLHO
	MCHES .	TRUNK HEIGHT			- MCHES		OHAL REACH		
BUTTOCK-EMER LENGTH	ment la			-					HICHE
- Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Control of the Cont	INCHES N	LEGLENGTH			- MCHES		ER WIDTH ID		MCHE
STATEMENT AND TYPE OF PRIOR MISHAPS //		er, suppliets, and or othe	t presons in co	arrol of a	_ NCHES				1000
SUTTOCK-KINES LENGTH SOMBOAL MANDER AND TYPE OF PRIOR MISHAPS //	emplete for all pile	er, suppliets, and or othe	t president se vij	merod of a	_ NCHES				1000
ORIGINAL. MANUSER AND TYPE OF PRIOR MISHAPS (1	emplete for all pile	er, suppliets, and or othe	t presiden da cui	METOL of a	_ NCHES				1000
ORIGINAL NUMBER AND TYPE OF PRIOR MISHAPS //	emplete for all pule	th, corplicts, and or other			BICHES	- SHOULD	ER WIDTH (B		1000
DENDOM. MANBER AND TYPE OF PRIOR MISHAPS // a. No	emplete for all pule	th, corplicts, and or other			BICHES	- SHOULD	ER WIDTH (B		1000

See Section H of OPNAVINST 3750.6 PAGE 1 OF 2

NOMENCLATURE AND MODEL DESIGNATION	/	EDERED N	MARIE	80 A	PROBLEMS Indicate in code from list on reverse side.
CLOYHING (SUITS, HEADGEAR, SHOES, GLOVES, VISOR, UNDERWEAR, ETC.)					
HOMEN PLICHT SUIT	Y	Y	AS	-	
FLIGHT BOOTS (STEEL TOE)	Y	Y_	AS	AS	
APH 6A HELPET (DUAL VISOR)	Y	Y	AS	AB	
LEATHER GLOVES	Y	Y	AS	AS	
	-	+	+		
2. ORYGEN MASK Al 3A ISSUED	N	N			
3. OXYGEN REGULATOR MD-1 IN AIRCRAFT	Y	Y			
4. LIFE VEST 15-2	Y	Y			
S. LIFE RAFT PK-2	Y	Y	1		
. SURVIVAL RADIO(S) MONE TERUED	N	N	+		01
7. SIGNALLING DEVICES TARGE STONAL HTEROES	Y	Y			X
SICHAL KIT MK 79 MOD O	Y	Y			
STROBE LIGHT	Y	Y			
ME 15 MOD O FLARE (4)	Y	Y	1		
SEA DYE MARKER (4)	Y	l ¥			
PYRO KIT (VERY PISTOL - 12 CARTR.)		İ			
1 CELL FLASHLIGHT, WHISTLE					
SURVIVAL KIT (CONTAINER) SEEK 2 SV-1 VEST	Y	Y			1
OTHER SURVIVAL CEAR SUNBURN OINTHENT	Ŷ	Y	9		
SHARK CHASER 2	y	y			•
SO PT SUBOUD LINE	Ý	Ý			
POOD PACKET SPONCE	Ŷ	Ŷ	1		
DESALTER KIT ME-2 TYPE 2	Y	Y			
5 OT HATER STORAGE BAG	Ŷ	Y	1	1	
SURVIVAL ENIPE	Ŷ	Y	1		
10. RESTRAINTS (LAP BELTS, SHOULDER HARNESS, LEG RESTRAINTS)			1		
LAP MELT PH ME22033-1	Y	Y	AS	AS	
SHOULDER HARVES PRES16068-1	Ŷ	1 x	AS	24	
SELUTER MINERAL SHEET TOO 1.				-	
		1	1		
II PARACHUTE TYPE MC3-R	Y	Y	1		
12 PARACHUTE CANOPY RELEASE	-	1	1		
13 PARACHUTE OPENING DEPLOYMENT DEVICES D-RING	Y	Y	1		
14 SEAT TYPE BEAT PAN PN 117 F10419-1	Ŷ	Y			
IS OTHER (SPECIFY)		1			
	1	1	1		
		1	1	T	

There were no real problems - none of the equipment was used exept clothing and seat harness.

CONTINUED ON REVERSE SIDE 147235 E1-B TARALDEEN, EDWARD

OPMAY FORM SPENDE (REV. 4-48) (Conting

- 01 HOT AVAILABLE -SUPPLY PROSLEM
- 42 HOT AVAILABLE-LEFT BENNID
- 89 DISCARDED
- GA LOST
- 95 DAMAGED-MINOR
- 04 DAMAGED-MAJOR
- 87 BURNED-MINOR
- 00 BURNED-MAJOR
- 00 DESTROYED BY EXTREME FORCE/FIRE
- 10 FAILED TO OPERATE (RADIO, ACTUATOR, ETC.)
- 11 OPERATED PARTIALLY
- 12 DIFFICULTY LOCATING
- 13 BE YOUD REACH
- 14 CONNECTION/CLOSURE DIFFICULTY
- 15 CONNECTION/CLOSURE FAILURE
- 16 RELEASE/DISCONNECT DIFFICULTY
- 17 RELEASE /DISCONNECT FAILURE
- 18 MADVERTENT RELEASE/DISCONNECT
- 19 INADVERTENT ACTUATION
- 20 ACTUATION DIFFICULTY
- 21 ACTUATION FAILURE
- 22 ACTUATED BY OTHER PERSON
- 23 RESTRAINT/ATTACHMENT MADEQUACY
- 24 . RESTRAINTS/ATTACHMENTS NOT USED PROPERLY FOR MAXIMUM PROTECTION
- 25 IMPROPER USE (OTHER)
- 26 UNFAMILIAR WITH USE
- 27 COLD HAMPERED USE

- 38 INJURY HAMPERED USE
- 29 WATER HAMPERED USE
- 30 OTHER EQUIPMENT INTERPERED
- 31 DOMHING/REMOVAL PROBLEM
- 32 DISCOMFORT/BULKINESS
- 33 POOR FIT
- 34 LEAKED
- 35 MATERIEL DEFICIENCY
- 36 DESIGN DEFICIENCY
- 37 HANGUP/ENTANGLEMENT (WITH A/C OR OTHER EQUIPMENT)
- 38 ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MAJOR
- 39 ENTANGLEMENT (PARACHUTE SUSPENSION LINES ONLY)-MINIOR
- 40 DRAGGING (PARACHUTE ONLY)
- 41 NON-STANDARD CONFIGURATION
- 42 AIDED IN LOCATION/RESCUE
- 43 NOT EFFECTIVE IN LOCATION RESCUE (USED IN AREA OF SAR VEHICLES)
- 44 PREVENTED/MINIMIZED INJURY
- 45 EQUIPMENT PROBLEM (LOSS, FAILURE, ETC.) A FACTOR IN PRODUCING HIJURY
- 46 EQUIPMENT PRODUCED INJURY (HIT BY EJECTION SEAT, ETC.)
- 47 . FAIL URE/DELAY IN USING COMPROMISED SURVIVAL/RESCUE
- 48 ALL CREW EQUIPMENT (CODE ONLY ONCE)
- . MAINTENANCE/INSTALLATION ERROR
- 10 PROBLEM EXPERIENCED BY OTHERS IN ACTUATION/RELEASE OF EQUIPMENT
- SI EQUIPMENT DAMAGE-SELF INDUCED
- 52 EQUIPMENT FAILURE-SELF INDUCED
- 40 DTHER (SPECIFY)

MEDICAL OFFICER'S REPORT OF A C ACCIDENT, ESCAPE - EGRESS COMPLETE FOR ALL HONVIOUALS --OPMAY FORM 3750 BF (Res. 4-40) S N-0107-731-8601

ENT OR GROUND ACCIDENT

REPORT SYMBOL 3798-7 See Section H of OPNA VINST 3750.6

PAGE 1 OF 3

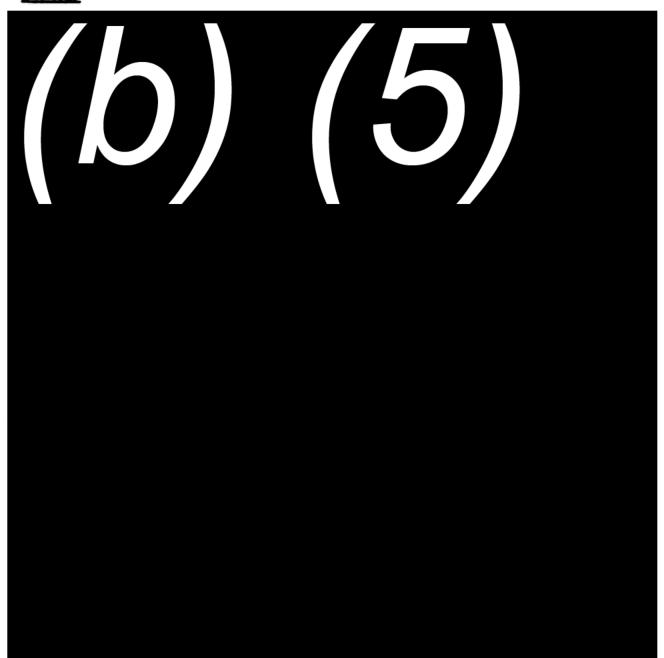
LOCATION IN AIRCRAFT	C OTHER
A . COCHPIT OR PILOT'S COMPARTMENT	A STANDARD EMERGENCY GROUND EGRESS
2 NAVIGATOR'S ENGINEER'S COMPARTMENT	1 UNDERWATER EGRESS NOT EJECTIONS
3 PASSENGERS' COMPARTMENT (SINGLE DECK)	3 DID NOT ESCAPE
4. PASSENGERS' COMPARTMENT (UPPER DECK)	4 FRIT UNASSISTED IDTHER THAN STANDARD EMERG. GROUND EGRESS)
> PASSENGERS' COMPARTMENT (LOWER DECK)	5 CARRIED ASSISTED OUT
. OTHER COMPARTMENT	E BLOWN THROWN OUT
+ COMPARTMENT UNKNOWN	J. JUMPED FROM A C. AIRBORNE
B LONGITUDINAL LOCATION C LATERAL LOCATION	4 UMENOWN IF ESCAPE ACCOMPLISHED
I FORWARD SECTION 2 CENTER	9 ESCAPED, METHOD UNK NOWN
2 CENTER SECTION 4 LEFT SIDE	1 INTENT FOR ESCAPE
3. AFT SECTION S. RIGHT SIDE	I INTENTIONAL DI I UNINTENTIONAL, MECHANICA
4 SECTION UMENOWN UNK NOWN	2 UNINTENTIONAL SELF INDUCED 4 INTENT UNKNOWN
D DIRECTION FACING & USE OF SEAT	4 ERIT USED
E 1 FORWARD E HOT N SEAT	1 HORMAL FEIT OTHER
2 AFT X 1 IN SEAT 2	2 LIECTED THROUGH CANOPY 3 UNKNOWN
3 MOEWARD 2 BUNE LITTER	2 SWERGENCY EXIT
9. UNK NOWN	5. COCKPIT CABIN CONDITION AFTER IMPACT
METHOD OF ESCAPE (Vote than one may apply)	B NO DAWAGE OTHER THAN LANOPY LOSS ETC
A. EJECTION 1. ACCOMPLISHED (FREE OF AIRCRAFT) 2. ATTEMPTED (NOT ACCOMPLISHED) 3. SEAT EJECTED ON IMPACT ITE BRAIN)	2. REASONABLY INTACT (PROBABLY HABITABLE) 3. MAJOR DAMAGE (PROBABLY NOT HABITABLE)
4. INADVENTENT EXECTION	B DESTROYED DEFINITE . + NOT HABITABLE
7. UNKNOWN IF ATTEMPT WAS MADE	9 UNFNORN
S. SUSPECTED EJECTION	6. ORDER OF ESCAPE (Tat. Jad. etc.)
S . DEFINITELY NOT ATTEMPTED	7 REASONS) FOR ESCAPE Were than one may apply?
	A FIRE ERPLOSION SMOKE G WATER IMPACT
9. SAILOUT	IN LOSS OF CONTROL IN GROUND STRUCTURE IMPACT
1. ACCOMPLISHED IFREE OF AIRCRAFTS 2. ATTEMPTED INOT ACCOMPLISHED	C ENGINE FAILURE
2. SAILED OUT AFTER EJECTION ATTEMPT FAILED	D FUEL EXHAUSTION K ARRESTMENT FAILURE
7. UNKNOWN IF ATTEMPT WAS MADE	E STRUCTURAL FAILURE TO DTHER
	F MID-AIR COLLISION Z. UNKNOWN
8. SUSPECTED BAILOUT	
SEMAL NO.	CONTINUED ON REVERSE MOE
TARALDEEM, Edward (b) (6)	E1-B 147235

SPHAY PORM 3730/8F (Rev. 448) (Conti				/ NO. 1 OF .
E. COMMUNICATIONS PRIOR TO ESCAPE	III. AMECRAPY AT	TITUDE AT TIME	OF ESCAPE	
1. DISTRESS SIGNAL TRANSMITTED	/Either in Right or after crash	disching, etc.)		
	Nose up	HOM	DOWN 0	DEGREES
2. POSITION FIR TRANSMITTED				
3 EMERGENCY IFF IMANUAL	RIGHT BANK	Lien	-	DEGREFS
=	A NOSE DOWN SPIN	E . O	SINTEGRATION	
4 EMERGENCY IFF (AUTOMATIC)		F	-525	
UNIT NOWN	B. FLAT SPIN	c. #	VERTED	
	C OSCILLATING SPIN	M. M.	USHING	
B. NONE		$\overline{\Box}$		
HUMBER OF PREVIOUS	D MOLLING	2. 0	HKHOWH	
	E TUMBLING		-	
EJECTIONS EMERGENCY BAIL	straight an	d level in	to slope	
OTHER PARACHUTE JUMPS (TRAINING, SKYDIVING, ETC.)			-	
TERRAM OF PARACHUTE LAMBING OR CRA	ASH SITE	HAT/PARACHUTE		17
(More than one may be applicable)	Not required for pass	TOTAL HOURS	DATE OF LAST	
	TYPE OF TRAINING	IN TRAINING	TRAINING	WOLE.
A - GPEN SEA	LECTURES DEMONSTRATIONS			
B-LARGE LAKE	HT DECK TRAINING FILMS			
	SE WOODS			
C - BIVER . DEM	SE MOODS			
D . DEEP MATER, OTHER H IN TH	REES JUMP SCHOOL			
	DUGH TREES			
E - SHALL OW WATER	OTHER SPECIFY)			
F - DEEP SHOW	INE STEEP SLOPE			
	"I se codes below to indicate n			ario.
G - THICK ICE		- Table 1	F TRAINING FAC	
H - MARSH SWAMP MUD	EAN FIREBALL TRAINING DEFINITE			
	2 TRAINING POSSIBLE	HELP . TRAINI	NG ROLE UNKNOW	
U. HARD GROUND 5 DES				
J - SOFT GROUND T UNE	NOWN			
, Die	**			
3. EG	RESS DIFFICULTIES Place 1 in appropriate column			
B - Bolon; D - During, A - After	S D A	0 0	Section 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997 and 1997	0 D A
I. BUFFETING	01	01	01	
2. G FORCES	07 🕱	02	02	
3. WINDOLAST	03	3 0	11/12 00	
4. SEAT PINS NOT REMOVED	04	04	04	
S. DIFFICULTY LOCATING CANOPY IF TTISON MECHAN		05	05	
S. MAMPERED BY CLOTHING	04	00		
7. HAMPERED BY EQUIPMENT (INCLUDE HODY ARMOR		67	01	(24 le) (c)
S. MAMPERED BY INJURIES	00			
9. DIFFICULTY RELEASING CANOPY HATCH	00	00		
18. FAILURE TO RE FASE CANOPY HATCH	10	10	10	
11. DIFFICULTY LOCA NG REACHING NORMAL EJEC		n i	1 11	
12. DIFFICULTY LOCATING BEACHING ALTERNATE &		12	12	
13. FACE CURTAIN FAILED TO ACTIVATE SEAT	U	13	13	i si Cei L
IS FACE CURTAIN PROBLEM LOCATING REALMING		10	14	
15. SEAT PAN FIRING HANDLE FAILED TO ACTIVATE		19	15	
10. SEAT PAN FIRING HANDLE PROBLEM IL OCATING		10	14	
17 CANOPY JETTISON PROBLEM	17	17	17	

TO TOWN OF THE COMPANY					-						AGE 1	OF
CRESS DIFFICIAL TIES (Place X in appropriate column) (Continued)			-	A			D		-		-	_
B - Belon; D - Buring; A - After		ŀ٠	٠	-		•		•	1.63	•	•	^
19. COULD NOT OPEN CAMOPY/MATCH 28. DIPPICULTY RELEASING RESTRAINTS			-	Н	19	-	-	-	10			-
		-		\vdash	20		-	\vdash		-		-
21. DIFFICULTY REACHING HATCH/EXIT-OBSTRUCTIONS 22. DIFFICULTY REACHING HATCH/EXIT-INJURIES	21		-	\vdash	21	-	-	\vdash	21	-	-	-
23. DIFFICULTY REACHING MATCH/EXIT-A/C ATTITUDE	n	-	-	\vdash	22		-	-	22	-		-
1777 00 17 20 17 20 17 20 17 20 17 20 17 20 17 20 17 20 17			-	\vdash	23	-		-	23		_	-
24. DIFFICULTY REACHING HATCH/EXIT-EQUIPMENT HANGUP	24		-		24	-		-	24			-
25. PINNED DOWN IN A/C (OTHER THAN EQUIPMENT HANGUP) 26. COMPUSION/PANIC/DISORIENTATION	25	-	-	\vdash	25	-			25			-
	*	-		\vdash	34	-			26			_
27. DARKHESS-MO VISUAL REFERENCE	27	×	×		27	-			27			
30. FIRE/SMOKE/FUEL	ж	-	-		20			-	20			_
29. ANTHROPOMETRIC PROBLEM		-	-	-	20			-	20			_
3. PERSONAL EQUIPMENT FACTOR (OTHER THAN HANGUP)			-	-	*				*			_
31. UPPER EXTREMITIES HIT COCKPIT STRUCTURES	31	-	×	\rightarrow	31				31			_
32. LOWER EXTREMITIES HIT COCKPIT STRUCTURES	32	-	×	-	32				32			
33. MAN STRUCK CANGPY/CANGPY BOW	33			-	33				33			
34. STRUCK EXTERNAL SURFACE OF AIRCRAFT	34		_	_	34		11.1		34			
35. PLAILING - UPPER EXTREMTIES	15		×		35				35			
36. FLAILING - LOWER EXTREMTIES	*				34	111			36	_		
37. DROGUE SLUG SHINGING AT MAN	37				37		-		37			
36. DROGUE SLUG STRUCK MAN	38				*		114		38		1	
39. MAN STRUCK BY OTHER EQUIPMENT	39		x		30		1. 1		20			
M. MAN STRUCK BY SEAT	-				-			90				
41. SEAT SEPARATION DIFFICULTY	41				41		22	200	0			E
d. MAT PARACHUTE ENTANGLEMENT	42				42				4			
49. MAN TANGLED IN CHUTE RISERS-MAJOR	40				43				43			
44. MAN TANGLED IN CHUTE RISERS-MINOR	44			200	44				44			
45. PARACHUTE LINE OVER	45	98	200	233	45				45			
46. MAN HELD ON TO SEAT			86	224					4			
47. TUNGLING SPINNING	47	4.4	9/12	99	47				07			
48. PARACHUTE DID NOT OPEN			97	88A.								
et. PARACHUTE STREAMED		266	400	33				-				
30. HABVERTENT OPENING OF LAP BELT	10	96	32		50					1	1	-
SI. PAILURE OF LAP BELT TO OPEN	51		1		31				31		_	_
12. MAUDING BATER	52				52				52			_
SI. COLD	33				53				33		1	Т
M. UNCONSCIQUE/DAZED	34				34					1	1	
M. OTHER		-		-			-			_	_	_

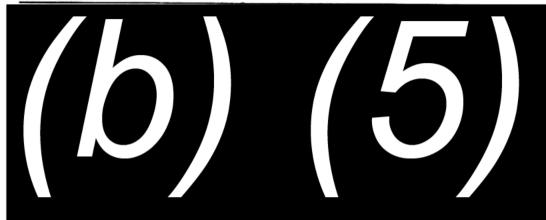
TARALDEEN, Edward (b) (6) E1-B 147235

ANALYSIS



XX YES NO	120 hour s	10 March 1969
TEIGHT SUNGEON PARTICIPATED FULL TIN BOARD PROFEED	INOS TO DE HOURS SPENY	NO REPORTS PREPARED
SOBBS, Robert K., LT MC USNR	CARRI-11	PL+ X HULL

See Section H of OPNAVINST 3750.6



	PERCENT IN INVESTIGATION	NO OF HOURS SPENT	DATE OF HEPORT
TES YES	NO	120	10 March 1969
FLIGHT SURGEON PARTICI	PATED FULL VIN BOARD PROCEED	NGS NO DE HOURS SPENT	NO. REPORTS PREPARED
YES YES	No	?	4
FLIGHT SURGEON'S NAME	AND GRADE	DUTY STATION SIGNATURE	
MARK Pakert	7 TT W 11010		פוגדע זונו

Robert K., LT MC USMR

MEDICAL OFFICER'S REPORT OF A/C ACCIDENT, I. ...DENT OR GROUND ACCIDENT FLIGHT SURGEON'S COMMENTS, ANALYSIS AND RECOMMENDATIONS

OPMAY FORM 1780/18 (PEN A48) (19 A48) (19 A48)

REPORT SYMBOL 3750-7

OPNAY FORM 3790/8[(REV. 4-68) 5/N 0107-731-8900 Sec Section H of OPNAVINST 3750.6

continued

MORRE, Robert K., LT MC USMR	CARSES-11	Robert K. Hoffe
TEIGHT SURGEON'S NAME AND GRADE	2	4
YES NO FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION **THE TRANSPORT OF THE TRANSPORT	NO. OF HOURS SPE	10 March 1969

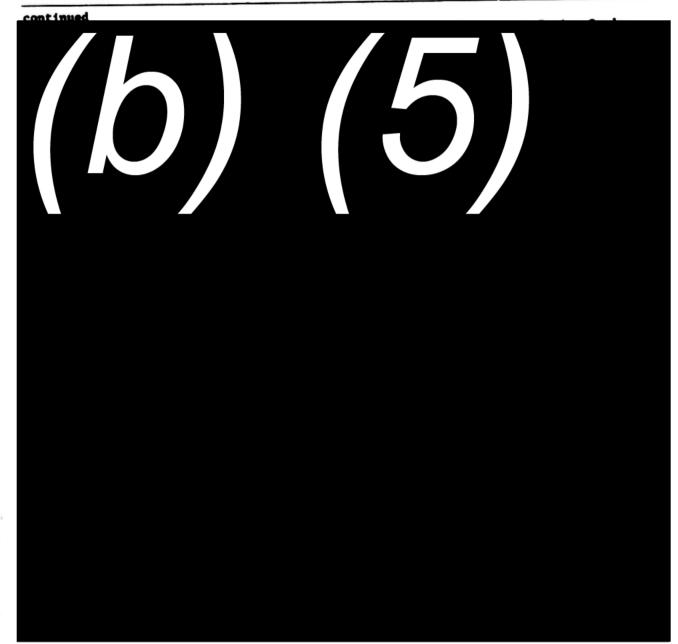
See Section H of OPNA VINST 3750.6

continued



HOBBS, Robert K., LT MC USRR	CARW-11	Robert K. Stolle
X YES NO	no of Hours Spent	4
FLIGHT SURGEON PARTICIPATED FULLY IN INVESTIGATION YES NO	NO OF HOURS SPENT	10 March 1969

OPMAY FORM 3750/8[(REV. 4-66) 5/N 0107-731-8900



FLIGHT SURGEON PARTICIPAT	NO NO	120	10 March 1969
FLIGHT SURGEON PARTICIPAT	ED FULLY IN PAARD PROCEEDIN	GS NO OF HOURS SPENT	NO. REPORTS PREPARED
PLIGHT SURGEON'S NAME AND		CARN-11	Chit K. Holle

AUTOPSY PROTOCO

A. M. 2/18/69 unimorn time P. M. 2/19/69 1000 P. M.

CLINICAL RECORD

(CROSS)

CAUSE OF DEATE: Multiple traums, extreme

BREWER, Molvin Duane, Jr.

R. M. DIDOGETE, CAPT MC US 27 C PATIENT'S IGENTIFICATION (Por typed or Written entries dire. Hame—last, grade, date, hasgital or medical facility

LE UESER

VAN-11 MAS H.I. SAN DINGO, CALIF.

0109-201-2003

1000, CALIF. 169-62

AUTOPSY REPORT A69-62 GROSS (1) ERBOR, Molvin Dunne, Jr. LT UBER

CLINICAL SUMMARY

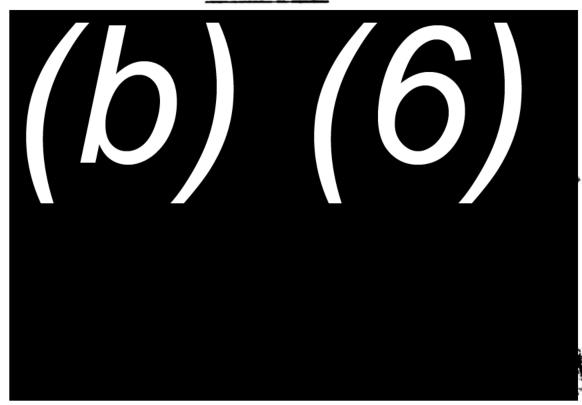
This patient was referred to the autopsy service of this hospital from North Island MAS, San Diego, California. This patient was a number of the crew of an ElB plane that crashed 18 FEB 1969, in the early morning hours on Catalina Island, California, at the northern extremity of that island.

He and five other victims of this air crash had finished carrier qualification trials from USS KEARSARGE, and were returning to North Island when the air crash occurred.

This patient was found in the wreckage on the opposite side of the hill from the impact site.

Purther details may be obtained by the authorized reader of this report from the investigation analysis.

GROSS DESCRIPTION



AUTOPSY REPORT A69-62 OROSS (2) BRBAR, Melvin Dubne, Jr. LT USBR



AUROPSY REPORT A69-62 GROSS (3)

MSGR, Holvin Dunn, Jr. LT USER



B. T. SCHAEFFER LCDR MC USB db Panadord Perm 50: Repised August 17: Batton of the Budge Circles A-32 (Bey

CLINICAL RE	CORD	AUTOPSY PROTOCOL								
THE AND HOUR DA	0	A.M.	DATE AND HOUR AUTOPSY PERFORMED	A. M.	C	HECK ONE				
ing. Co	0430	P. M.	2-19-69 1000	P. M.	PULL AUTOPSY	-	TRUME ONLY			
The second second			ASSISTANT							
B. S. STROUT.	LODE MC USE		T. BRASKELL		X.	1				

Aircraft socident

Minimisera manages (CROS)

MASS: Injuries, multiple, extreme, secondary to trauma

(b) (6)

N. MONTH, OAFT MC USE					tp COME	
MLITARY GRBANGATION (Ples reported)	29	N X	C	IDENTIFICATION NO.	A69-63	
ATTENTO TERMINATION (A. 17 pm) or	dog. Apar	ed a week	no-last. Aret, al faculty)	DOA	WARD H	٥.
Market Windson 65	BBB5 ''''					

Sec.

WASHINGTON TO THE TOTAL

0109-201-1603

 \mathbf{C}

MUNICAL NECOND

cueft, 0 + soine ...

-9.00° -

A STATE OF

RAY, Billy Wayne

CLINICAL SUMMARY

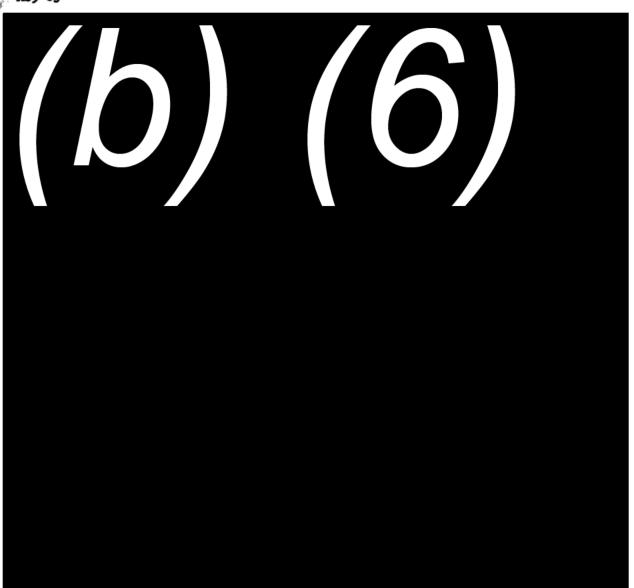
The deceased was a member of the crew on an ElB aircraft, which crashed into a mountainside on Santa Cataline Island after completing night carrier operations on the aircraft carrier KEARSARGE. At the time of the crash, death was approximately 0410, 18 PEB 1969.

RAY, Billy Wayne

GROSS DESCRIPTION

(b) (6)

RAY, Billy Wayne

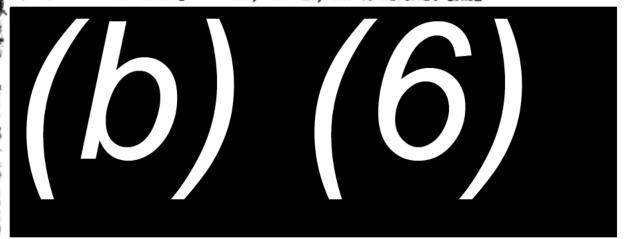


E. S. STROUT LCDR MC USN tp

CLINICAL RECORD	AUTOPSY PROTOCOL								
NATE AND HOUR BREE	A. M. DATE AND HOUR AUTOPS	PERFORMED A.	м.	CHECK ONE	-				
2-18-69 0410	P. M. 2-19-69 0	900 P.	M. FULL AUTOPSY	HEAD ONLY	TRUBBE ONLY				
T. HOGHL TOTAL ME THE	T. BRASWELL		x						

Aircraft accident with instant death

(CROSS)
Multiple traums, extreme, due to aircraft crash



CEN		OAPT MC US	N						tp	
		M (When required)	AGE	SEX	М	RACE C		IDENTIFICATION NO.	ASSES NO.	
	EASTE	middle; grade	date, he	ntries give Hepotal or mi	Name - las edical fecil	Aret,	74	GISTER NO.	WATE NO.	
	14								A470004 000	

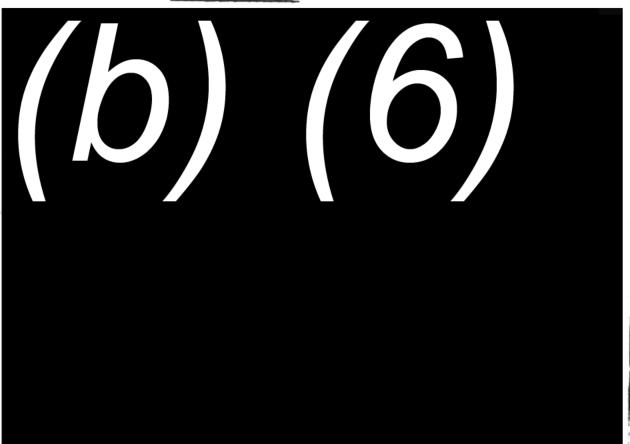
0109-201-1603

CLINICAL SUMMARY

He was a passenger in a plane of the ELB type on a return flight over the Pacific, when it inadvertently collided with a mountain on Santa Catalina Island at the 1750 altitude level. Portions of the plane were found over a 500 ft. stretch, and the body was at a point about 500 ft. from the impact site.with some wreckage of the plane. The accident occurred at 0410, 2-18-69.

GARRISON, Larry

CROSS DESCRIPTION



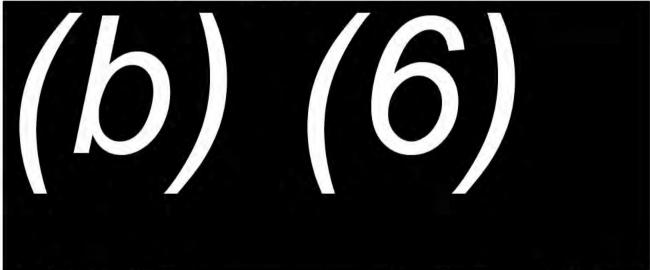
L. J. BROWN LCDR MC USN tp Mandard Form 508 Brassed August 12-2 Bureau Cife B. Jge-Land A. L. Res

CLINICAL RECORD AUTOPSY PROTOCOL DATE AND HOUR DIED DATE AND HOUR AUTOPST PERFORMED 2/18/69 CHECK ONE Burly norming 2/19/69 PM P M FULL AUTOPST HEAD ONLY TRUNK ONLY PROSECTOR AT STANT B. T. SCHAMPER, LOSS MC USE M. T. BRACKBELL x CLINICAL DIAGNOSES Initialing operations

(CROSS)

PATHOLOGICAL DIAGNOSES

CAUSE OF DEATH: Multiple trums, extreme



H. H. DESCRIPT, CAPT MC UPS

(continued)

PATIENT SIDENTIFICATION (Fin Irigad - STATE SEX BALL C

DOA

IDENTIFICATION NO

MARD NO.

BORABAS, Francis Edward

LEUG UFE

(b) (6)

AUTOPSY PROTOCOL Standard Form 103 103-104

DOM

169-66 CALET.

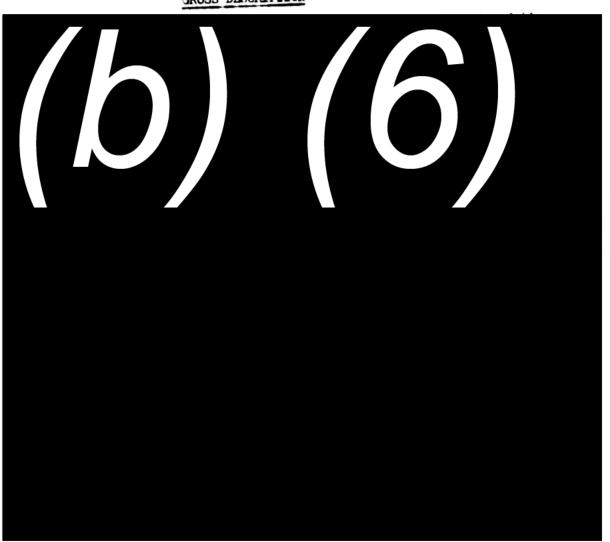
AUTOPSY REPORT A69-65 GROSS (1) HORAHAM, Francis Bloard LTJG USN 705583

LINICAL DUMMARY

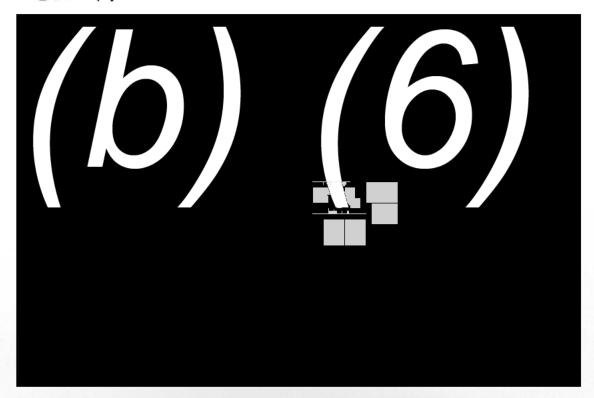
This patient was a member of the live passenger list of an ElB that crashed into a mountain 1700 feet above sea level in the northern end of Catalina Island, California, on 18 FEB 1969. The crash occurred in the early morning hours that date.

For further details of the accident, the authorized reader is referred to the investigation reports.

GROSS DESCRIPTION



AUTOPSY REPORT A69-65 CROSS (2) HCRAHAM, Prancis Edward LENG USE 705583



B. T. SCHARFFER LCDR MC USN db

CLINICAL RECORD	AUTOPSY P	OL.			
DATE AND HOUR DIED	A. M. DA'S AND HOUR AUTOPSY PERFORMED	A. M.	CHECK CHE		
	- M 2-1,-0, 1100 '	P. M.	FULL AUTOPST	HEAD COLT	THURS 610.1
PROSECTOR	A' SISTANT				
W. P. JONES, LT MC USE	T. DIVASADLL		Х		1
Course Commence (but the fallows	,				

William P. Jo, Ct. me

PATHOLOGICAL DIAGNOSS (CROSS)

CAUSE OF DEATH: Multiple, traumatic injuries - massive, secondary to aircraft crash

(b) (6)

M. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N. Directo, Cafe ac USH

III. N.

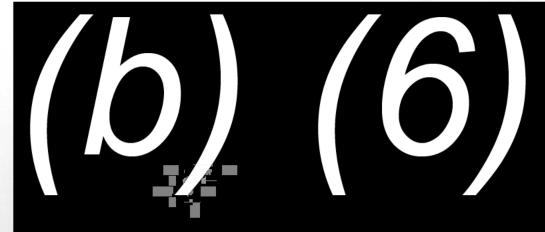
HE, SAN DIEGO, CALIFORNIA A69-61 103-104 0103-201-1603

DARALDSEN, Edward Albert LEJG USHR

GROSS DESCRIPTION



DARALDSEN, Edward Albert LIJG USNR



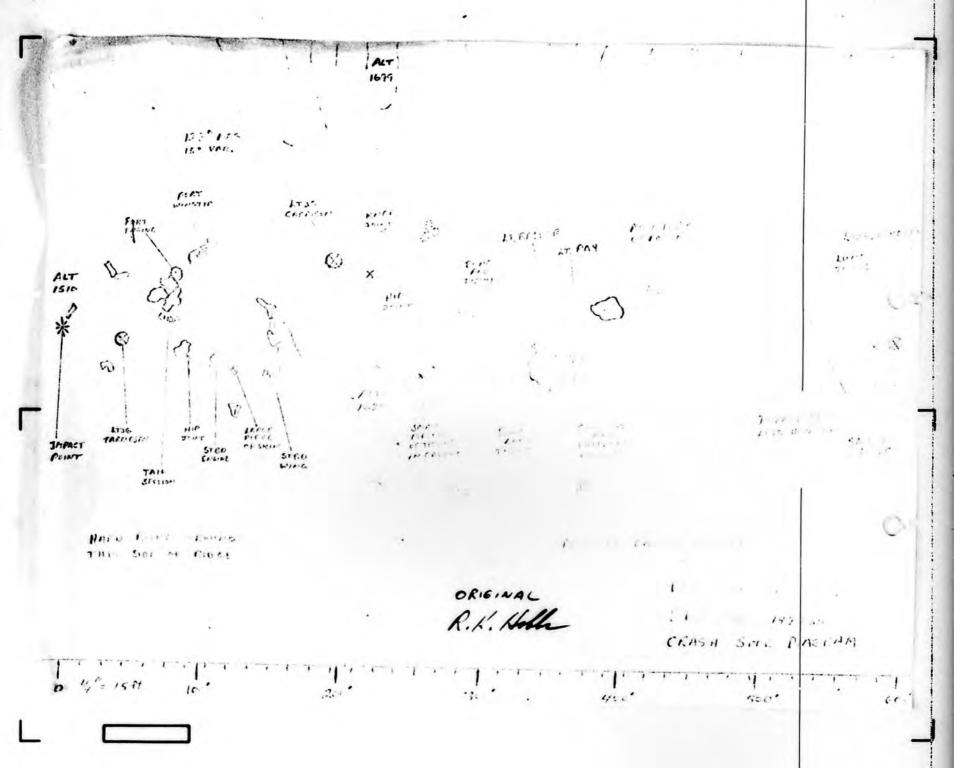
TARALDSEN, Edward Albert LAJG USNR

LINICAL SUMMARY

This is the body of a 2, year old, Caucasian male, IIIIG, USBR who was a pilot from Squadron Wall-ill, Maval Air Station, North Island, who was involved in carrier qualifications on the USS MEARSARCE off the coast of California. This patient was in an ElB aircraft, which was involved in a crash accident at the north end of Catalina Island, California. The patient was found approximately 20 ft. from the impact site on a ridge between two peaks on Catalina Island. The authorized reader is referred to the official accident report for further details.

£

TAR TANDLERS, TROUTERD IN ACCORDANCE HITH OPEN VEHICL SPEED



AERONEDICAL CONCLUSIONS

(b) (5)

R. K. HOBRS LT MC USNR

NNNNHSWZ FRLS 15 70 RITUZYUV RUMJMUA535J 11922J2-UUUU--RUCIL SA. ZMP UUUUU R 292202Z AFR 69 FM NAVAIREWORKFAC NORIS TO ZENI/KAVAIRSYSCOMREPAC INFO ZENI/CARAEWRON ONE ONE ONE RUEBBHB/N AV A IR JYSCOMHC ZENI/COM NAVA IR PAC ZENI/COMFAIR SO IEGO RUCIL JAZI. AVA IR SA FE CE N RUEOFRAZNAVAIRTECHSERVFAC RUCILUA/MAVAIR SYSCOMREPLANT RLEDD GA/LAVPLANTREPO BETHPAGE BT UNG. AS E-IB AIR CRAFT BUNG 141235, ACCIDENT INVESTIGATION, MAVAIR-

ca l	01	011	012	013	014	015	02	02A	023	05	051
-	-	-	7	7			1	3.7		1	
	447					-	100		57A		
		R:_		on		D.					
		R: IT:	12	02 13	_	D.	/36	_		70	80

SYSCOMREPAC CONTROL NO. PAC-E1-125-95; REPORT ON 4. YOUR 272049Z FEB 69 B. CARAEVRON ONE ONE ONE MAG 252323Z FEB 69 C. TELECON 3 MAR 1960 PETMEEN LT. J.C. FROEHLICH, CARAEMRON ONE ONE ONE AND MR. D. I. SHIMAMOTO, MEVAISEVOTHERC MORIS. CODE 322.

PAGE TWO RUNJAUA 5353 UNCLAS 1. REFERENCE A REQUESTED ANALYSIS OF COMPONENTS LISTED BELOW TO AID IN DETERMINING CAUSE OF ACCIDENT PEPCRIEL BY REFERENCE B. 2. THE ANALYSIS CONSISTING OF ELECTRICAL TESTS, VISUAL MICROSCOPIC AND BLACK LIGHT EXAMINATIO", SEVENLED THE FOLLOWING IND ICAT IONS: 4. ENGINE TORQUE PRESSURE INDIGATOR P/1 570-362-Z: NO. 2 ENGINE POINTER INDICATED 130 PST. TO. 2 ENGINE POINTER WAS MISSING. B. CYLINDER TEMPERATURE INDICATOR PAR 778225: NO. 1 ENGINE POINTER INDICATED 750 PEGREES C. NO. Z ENGINE POINTER IIP ICATED 230 DEGREES C. C. DUAL CARBURETOR AIR TEMPERATURE INDICATOR PAG AUS 79272: NO. 1 ENGINE POINTER INCIDATED MINUS SE LECREES C. NO. 2 ENGINE POINTER WAS JANNED AT 25 DEGREES C INDICATION. D. OIL PRESSURE INCIDATOR PAR UNITOWN: NO. I ENGINE FOINTER INDICATED & PSI, NO. 2 ENGINE POINTER INDICATED 13 PSI. E. DUAL OIL TERE INDICATOR PAR 170361: POBITION OF INTERNAL MECHANSIM TIP TONTED REALINGS OF 50 TECRLES C FOR 10. 1 AID 10. 2 Quet. ENGINE. F. COUST AND SPEED TRIVE OIL TEMPER'T

OF. PAGE NO. Z(AW - 111 Dat 40 PAGE THREE RUNDING 5350 UNCLAS

77836N: NO. 1 AND NO. 2 DRIVE POINTERS INCICATED MINUS 76 DEGREES

C. THIS IS THE MORMAL DE-ENERGIZED POSITION.

G. ENGINE TACHOMETER PAN UNKNOWN: NO. 1 ENGINE POINTER

INDICATED 360 RPM. NO. 2 ENGINE POINTER INDICATED O RPM.

POSITION OF NO.2 INTERNAL MECHANISM INDICATED A PEADING OF

EUL PRM. THE REASON FOR DIFFERENCE IN POINTER AND INTERNAL

MECHANISM COLLD NOT BE DETERMINED.

E. CUAL A-C LOMEMETER FAN 11780E2L2-5': POINTERS

INDICATED 5.25 FOR LEFT AND RIGHT CENERMIOR. POSITION OF

INTERNAL MECHANISM INDICATED ZERO READING FOR BOTH GENERATORS.

I. RADIO MAGNETIC INDICATOR PAN ID-2564 AARK: INO

INDICATORS RECEIVED. BRABLE TO TETERNINE WHICH WAS PILOT'S

AND WHICH WAS COPILOT'S. ON ONE INDICATOR THE NO. 1 AND NO. 2

POINTERS AND COMPASS CARD WERE MISSING. POSITION OF THE COMPASS

CARD INTERNAL MECHANISM INDICATED DID PROPESS. ON THE OHTER

INDICATED THE NO. 1 POINTER V'S MISSING, THE "O. 2. POINTER

INDICATED THE NO. 1 POINTER V'S MISSING, THE "O. 2. POINTER

INDICATED THE NO. 1 POINTER V'S MISSING, THE "O. 2. POINTER

INDICATED THE NO. 1 POINTER V'S MISSING, THE "O. 2. POINTER

INDICATED THE NO. 1 POINTER V'S MISSING, THE "O. 2. POINTER

INDICATED THE INSTEED TO COMPASS CARD, AND

COMPASS CARD INFINITERIES TO DEGREES.

J. RADIO OLITICATED TO DEGREES.

J. RADIO OLITICATED TO DEGREES.

J. RADIO OLITICATED TO DEGREES.

PAGE FOUR RUNGWUN5350 UNGLAS POSITION OF INTERNAL CECKANSIM INDICATED 22 FEET. K. AIRSFEED INDICATOR PART COLUMNA-10-000: FOINTER INTICATED 260 POOTS. L. MIRPATH MAGNETIC CO. .. " DD PAN CO-2100-144 : CARD SURASSEMPLY WAS JAMMED INDICATING ECUTY. SPHERE JAMMED IN A PITCH AND ROLL IN 184710 | SF . FLUS OR MI"US DEGREES. K. COPILOT'S REMOTE ATTITUTE' INDICATOR PAR 118769-01: INCICATOR SPHERE UNG SAMUEL AND CISTORIES. THE PITCH INCICATION WAS CAPROXIMATELY 45 DECREES AND THE FOLL INCICATION WAS APPROXIMATELY O DEGREES. O. FUDIER TRIM FOUTTION INTICATOR 7/" 11730 223-1: POINTER L INDICATED 27 FECTEES, POINTER P VIS MISSING. F. AIRLERON TRIM POLITION THE ICATOR PAN EASET-2: ONE EIC OF COURLE EIGER POINTER THE TOTTER OF TETREES L.V. UP. OTHER END INDICATED 41 TECREES L.V. DOVY. WHOLE TO DETER-AITE VHICK REACING APPLIES. C. ELEVATOR TRIN TAL FOURTION THE ICATOR FAN EASSE-19: POINTER WAS IN AN OFF SCALE INDICATION, R DEGREES MOSE DOWN.

PAGE NO. 2 OF 3

APR 2922622

PAGE FIVE RUNJMUASSSD UNCLAS MOTE: ALTHOUGH THE INDICATIONS OF THREE POSITION INDICATORS IMMEDIATELY ABOVE WERE ELECTRICALLY CONFIDATE, SCRATCHES ON DIAL /PEZEL ASSEMBLY INDICATE THE POINTERS HAD BEEN FOR CE FULLY MOVED DURING OR AFTER IMPACT. R. IGNITION SWITCH PAN ANSEIS-IA: NO. I SWITCH POSITIONED AT R. NO. 2 SWITCH JAMMED IN A POSITION BEYOND BOTH. AND SWITCH LIMIT STOP WAS BROKEN. S. TACAN CONTROL BOX PAN C-1763A/ARN-214: MODE SWITCH IN RECEIVE POSITION, VOLUME CONTROL AT 75 PERCENT FULL VOLUME. AND CHANNEL SELECTOR SET ON CHANNEL 14 OR 15. T. FUEL PRESSURE TRANSMITTER PAR UNYHOUR: POSITION OF INTER NAL MECHANSIA INDICATES A PRESSURE OF 26 PSI. U. FLAP POSITION TRANSMITTER PAN STUIDAND 1: POSITION OF TRANSMITTER ROTOR INDICATED FLAPS DOWN POSITION AS REVEALED BY ELECTRICALLY CONNECTING THE TRANSMITTER TO AN INTIGATOR OF THE TYPE NORMALLY USED. V. FLAP CONDITION POTENTIONETER PAR 11750E232: POTENT 10-METER WIPER WAS AT ELECTRICAL MIDPAMSE. RESISTANCE BETWEEN WIPER TERMINAL AND WINDING TERMINAL MEASURED 3200 CHMS. W. RUDDER FEDAL CONTROL SHAKER. PVN 98501141-5: INTERNAL

PAGE SIX RUMJMUA5353 UNCLAS MECHANISM INDICATED SHAKER WAS NOT OPERATING AT TIME OF IMPACT. X. PORT AUXILIARY BOOST FUEL PUMP PAN TE-3520-4: NO EVIDENCE OF GALLING OR EXCESSIVE WEAR . SEALS AND DIAPPRAGMS COMPLETELY DESTROYED BY FIRE. Y. RUDDER BOOST ACTUATOR FAN 117M1LB24-1: NO INTERLA DISCREPANCIES FOUND DURING DISASSEMBLY. FUNCTIONAL TEST REVEASLED ACTUATOR PERFORMANCE SATISFACTORY. NO EVIDENCE APPARENT THAT YOULD INDICATE PUDDER POSITION AT TIME OF IMPACT. 2. THE FOLLOWING SHOULD BE NOTED: A. LAMPS IN ALL WARNING LIGHTS WERE DAMAGED BY IMPACT AND/ OF FIRE TO SUCH AN EXTENT THAT IT COULD NOT BE DETERMINED IF ANY LIGHTS WERE ILLUMINATED AT TIME OF IMPACT. B. ALL OTHER COMPONENTS RECEIVED WERE DAMINGED SO EXTENSIVELY THAT WORTHWHILE DETERMINATIONS COULD NOT BE MADE. C. THE INVESTIGATION DISCLOSED NO EVIDENCE OF COMPONENT MALFUNCTIONS FRIOR TO IMPACT. 3. THIS REPORT CONFIRMS TELECON INFORMATION FURNISHED BY REFERENCE C AND IS FINAL REPORT UNLESS OTHERWISE REQUESTED. BT PAGE NO. APR 292242

SSAGE DRAFT 51 1100			
		UNCL	FICATION
NAVAL SAPETY (b)	6)		
LION !	Mel Mel		-
	Night Message		
AEWRON ONE ONE ONE DET TWENTY		NAVAIRPAC	
	Priority	AEWRON ONE ONE ONE	
	Op Immed.	•	
	Emer.		
T			
LAS E F T O		9 1	
AAR 1-69A CONCERNING ETB BUND	147235		
OPNAVINST 3750.6F		4	
MAINTENANCE OFFICER'S STATEMENT REQUIRED BY PARA 36C(2)(B) OF RE	F A. REQUEST SUBMIT	ANCE COPY OF SUBJ AA	R
		*	
	carried also		R
	1000	-1	Bren
	en at		
Report	The che A.		100
a. 1 a	•		
PERENCE MESSAGE			
emence Meconde			ssi
		75/21	550
4) (4)		ODA	2
		THUCK	2
EIB/147235 VAN-	111 Det 20	COL	

. C 050 ilus

MESS SND 44	SAGE DRAFT SE (Rev. 7-60)	DATE: 1.1	MARCH 196			FICATION SIFIED
FROM	NAVAL SAPETY (D) (6)				
ACTIO	M	-	- MEDIDENO		INFO	
			Mell			
CA	RAEWRON ONE ONE ONE		Night Message		NAVAIRSYSCONHQ	- 4
-		x	Routino	X	NAS NORTH ISLAND	
			Priority	Ц	+	
			Op Immed.	Ц	4.	
			Emer.			
			Flash			

TEXT

UNCLAS EFTO

3766 E-1B BUNO 147235 ACCIDENT

- 1. WRECKAGE RELEASED TO SENIOR MEMBER OF BOARD.
- 2. INSTRUCTIONS CONTAINED IN OPNAVINST 3758.6F, PAGE 28, PARA 32D APPLY.

REFERENCE M	IESSAGE			-10	16552
					(0)
TRANSMIT BY	147235 CLASS OF MEF.	VAW-111	det.20 1-0		2-18-69
RADSO —				0316	4.52 MAR 2.65

2-18-69

NNNNRZ CNASCB 2 10SLA 834 RTT UZ YUW R UWJMUA 3858 0592147-UUUU -- R UCIL SA. Z NR UUUUU R 282147Z FEB 69 FM CARAEWRON ONE ONE ONE TO ZENI/NAS NOR IS INFO ZENI/COM NAVA IR PAC AIR AI ZENI/COMFAIRSDIEGO/COMFAIRWING FOURTEEN R UND SAA/CONEL EVE N RUCIL SA/NAV SAFE CE N ZENI/COM CAR AEWVING ELEVEN ZENI/CARAEWRON ONE ONE ONE DET TWO ZERO BT UNCLAS FOR OFFICIAL USE ONLY SALVAGE OF A IR CRAFT CFSD/FAV-14 INST 4740. IA 1818412 FEB 69 33-26. BN 118-33.5W NORTHWEST SECTOR SANTA CATALINA ISLAND 4. NONE 5. EJECTION SEAT NOT INSTALLED WRECKAGE RELEASED BY SENIOR MEMBER AAR BOARD FOR DISPOSAL. BT #385B VA W-111 det. 20

NNNNOZ CNA SCB 886Z CSL B 232 RTT LZ YUW R UWJM UA 3341 6562323-UUUU--R UCIL SA. Z MP UUUUU R 252323Z FEB 69 FM CARAEVRON ONE ONE ONE TO ZENI/NAVA IR SYSCOMREPAC INFO ZENI/COM NAVA IR PAC ZENI/NAVAIREWORKFAC NOR IS ZENI/COM FAIR SDIEGO R UEBBHB/NAVA IR SYSCOM HQ RUCIL SA/NAV SA FE CE N M&M AIR R LIEBHRA/NAVA IRTE CHSERV FAC RUEDD GA / NAV PLANTREPO BETHPAGE BT UNCLAS REQUEST FOR SAFETY ENGINEERING INVESTIGATION A. NAVAIRINST 4730.5 B. OPNAVINST 3750. 6F 1. VAW-111 DET 20 AIR CRAFT ACCIDENT REPORT 1-69A 2. SANTA CATALINA, 18 FEB, 6241 U 3. EIB. 147238 /47235 4. PAC-E1-0125-95 5. ALFA/FIVE ALFA

Lat. C. 9 2 29Z

PAGE TWO RUWJMUA3341 UNCLAS 6. NONE 7. AIRCRAFT STRUCK MOUNTAIN RIDGE, BROKE UP AND BURNED 8. NUMEROUS INSTRUMENTS/PARTS 9. NA 10. NA 11. NO KNOWN MALFUNCTION, DIR REQUESTED TO DETERMINE INSTRUMENT! PART INDICATIONS AND/OR OPERATING CONDITIONS, AND POSSIBLE FAILURES/MALFUNCTIONS AT TIME OF ACCIDENT. 12. ENGINEERING INVESTIGATION REQUEST Pay Bw. A. SAFETY B. FR IOR IT Y D IR 13. MOR WILL ACCOMPANY AAR 14. YES 15. MATERIAL DELIVERED TO NAVAIREWORKFAC NOR IS 16. WO-1 R.D. LINKOUS, VAV-111 DET 20, AAR MEMBER, AUTOVON PEB 252323-951-5962, HOME 714-427-1439 17. NONE . BT

MESSAGE DRAFT SHO 4462 (Res. 7-40) CLASSIFICATION UNCLASSIFIED DATE: 20 FEBRUARY 1969 DRAFTED BY NAVAL SAPETY CENTER CDR V. H. COO CDR V. ACTION V PRECEDENCE V INFO Mal NAS NORTH ISLAND CNO CARAEWRON ONE ONE ONE NAVAIRSYSCOMMO USS KEARSARGE NAVAIRSYSCOMREPAC NAVPRO BETHPAGE COMNAVAIRPAC Priority COMELEVEN Op Immed COMFAIRSANDIEGO CHCARAEW WING ELEVEN

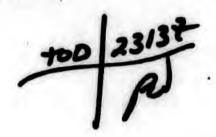
Floor

UNCLAS EFTO

TEXT

3766 E-1B BUNO 147238 ACCIDENT

- 1. CDR (b) (6) CLEARED TOP SECRET, WILL ARR SAN DIEGO, CALIF VIA UNITED AIR LINES FLT 193 LOCAL 1317 ON 21 FEB TO CONDUCT NAVSAFECEN INVESTIGATION OF SUBJ ACDT.
- 2. WAS NORTH ISLAND REQ TRANSPORTATION AND BOQ BE PROVIDED.
- 3. INST CONTAINED IN OPNAY 3750.6F, PG 14, PARA 24B, AND PG 25, PARA 32A (PRESERVATION OF WRECKAGE) APPLY.



REFERENCE MESSAGE

Ray

E18/1	17238 11	10-11	1-69	2-18-69
TRANSILIT BY RADIO — 360	CLASS OF MEP.	civo	YOR COMM. OFFICE	PLA 2021532
W176				

```
R 193631Z FEB 69
 FM CARAEVRON ONE ONE ONE
 TO RUE MAAA/CHO
RUCIL SAZNAV SA FE CE N
ZENIZCARAEMRON ONE ONE ONE DET TWO ZERO
 INFO RUEBBHB/NAVAIRSYSCOM
 R UMD SAA/COMELEVE N
                                    359A
 ZENI/COM NAVA IR PAC
 ZENI/COMFAIR SDIEGO
 RUEDD QA/NAV PLANTREPO BET HPAGE
 RUEBBHB/CH NAVMAT
                                 SUPP WAR STRIKE
 RUCILMA/COM NAV A IRLANT
 RUNHBRA/CINCPACELT
 RUEBJ FA/BUPERS
RUWNT IL/USS KEAR SARGE
 ZENIZCARAEUTRARON ONE ONE ZERO DIR AVN SAFETY
 RUEBPDA/D IR AFIP
 ZENI/COMCARAEVWING ELEVEN
 RUEBNOA/COM CARAEVWING THELVE
 RUEBNEA/CARAEWRON OLE TWO ONE
 RUMMV IA/CAR AEWRON ONE ONE ONE DET ONE FOUR
 RUYMILDICARAEWRON ONE ONE ONE DET ONE NIME
 RUYNWLD/CARAEWRON ONE ONE ONE DET CHE TWO
 RUVUHCL/CARAEWRON ONE ONE ONE DET THREE ONE
 ZENI/CARAEMRON ONE ONE ONE DET THREE THREE
 UNCLAS FOR OFFICIAL USE ONLY
 SUBJ: NAVY SUPPLEMENTARY MESSAGE REPORT A AIRCRAFT ACCIDENT
 A. OPNAVINST 3750.6F
    1. 18 FEB, 6239 U, NIGHT
    2. 33-26, TN . 113-32. SW , NORTHWEST SECTOR SANTA CATALINA ISLAND
    3. E18, 147235
4. DET 20, VAW 111, 1-69A
    5. ALFA, DISTATEGRATED ON IMPACT
    S. RAY, BILLY W., LT, (b) (6) USAR, 1315, ACTIVE, ALFA THURY,
    1880 TOT AL . 589 MODEL . 60 LAST 3 MOS.
    7. BREVER, MELVIND., LT, (b) (6) USNR, 1315, ACTIVE, ALFA INURY,
    COPILOT
    3. TARALDSEN, EDWARD A., LTJG, (b) (6) , USIR, 1515, ACT IVE,
    DET 33, VAW III, ALFA INJURY, PASSENGER
       HORAHAN, FRANCIS E., LTJG, (b) (6) . USAR, 1310, ACT IVE,
    DET 33, VAW-111, ALFA INJURY, SASSENGER
GARRISON, LARRY W., LIJG, (b) (6) USAR, 1315, ACTIVE,
    DET 31. VAW III. ALEA INJURY, PASSENGER
    9. LAUNCH TO BEACH FOLLOWING CARGUAL, ETE O HRS 45 MIN, VFR LOCAL,
    NAS MORTH ISLAND
    18. CL IMB-OUT
    11. AT 0229U, A/C LAUNCHED ON MDG 300 DEGREES T FROM CVS-33
    WIS KEARSARGE), DEST HAS NORTH ISLAND, CLEARED FOR A LEFT TER NOUT
    TO CLIMB TO EMBOUTE ALTITUDE. APPROXIMATELY 10 MINUTES AFTER LAUNCH
    A/C IMPACTED MOUNTAIN RIDGE ON SANTA CATALINA ISLAND APPROX 1600 FT
     12. TRUE WIND SIN DEGREES I SKTS
     13. NONE
    14. NONE
    15. NONE
    16. URECKAGE ACCESSIBLE ONLY TO GROUND PARTIES. DEGREE OF
    DAMAGE MAKES SALVAGE IMPRACTICAL.
     17. R.E. LANE, LCDR, SAFETY OFFICER VAN-111, AUTOVON 951-5962
  12618 F 18/147235 VAW-111 (Det.20) 1-694 FEB 1966317
```

LNR UUUUU

PTI UZ YUM RUMJMUA 2478 8491713- UUUU-RUCIL SA. ZNR UUUUU 2 181713Z FEB 69 FM CARAEWRON ONE ONE ONE DET TWO ZERO TO RUE NAAA/CHO QUE IL SAZNAV SAFE CE N ZENIZCARAEVRON ONE ONE ONE INFO RUEBBHBZNAVAIRSYSCOM O IND SAA / COMFLEVEN ZE NI JOMBAN ARVVI NO BLEVE H ZEN! COMNAVA IR PAC ZENI/COMFAIR SD IEGO RUEDD DAZNAV PLANTRE FO BLI HPAGE RUEBBMP/CHIAVAAT RUVNI IL /USS NE AR BARGE ZENIZCAR EVIRADON DAE ONE ZERO RUCILMA/COM LAVA . ALANT RUEBPDAZD IR AFIR RULHER AZCINCPACELT RUEBJFA/BUTERS RUFBNOA/COACARAEL FIG TVELVE RUEBNDA/CARA WRON ONE INC ONE

2824

ACTION

AAR

DIR AVM SAFETY

PAGE INO R JMUARA W DICLAS TOR/1931-18 FEP1969 UNCLAS FOR OFFICIAL USE ONLY NAVY PRELIGINARY MESSAGE REPORT OF ALCOHOL ACCIDENT A. OPHAVINST 3754.6. 1. 18 FEB. M4120, NICHT pr. a. A. HAL 2. UNK /1/238 1 4. DET 20. VAW-111, 1-53A 5. UNK 6. RAY, BILLY W., LT. (b) (6) . 11554, 1515, ACTIVE, INJURY UNK. 1880 TOTAL , 580 MODEL , 60 LAST 5 MOS. 7. UNK/UNK 8. U 9. BINGO TO BEACH FOLLTWING CARGUL, ETE 3 HIS 48 MIN, UNK. NAS NORTH ISLAND 10. UNK 11. A/C LAUNCHED FROM CVS-35 (USS REAR SARGE) AT APPROX 02500. DESTINATION NAS HORTH ISLAND, & HRS 40 MIN LTE, AT 2410 A/C DECLARED MISSING AND SAR INITIATED. FUEL ON BOARD 5 HRS. WRECKAGE OF AN AZC SIGHTED ON SANT CATALINE ISLAND BUT NOT

PAGE THREE RUNJMIAZATO UNCLAS FOR OFFICAL USE ONLY
YET CONFIRMED AS EIB. NAMES OF CO-PILOT AND 3 PASSENGERS
UNK.

12. CVS-33 LOCAL WEATHER FOUR TENTHS SCATTERED BASE TWO THOUSAND
VISIBILITY TEN MILES. LEMP 53.5 DP AU ALT. 28.87.

13. UNK
14. UNK
15. UNK
16. NONE
17. P.E. LANE, LODR, SAFETY OFFICER VAW-111, AUTOVON 951-5962.

714-431 5962. BT #2410 - 13/14 13 1 1/4 14 14

2 18 5

FEB